



XAVIER UNIVERSITY OF LOUISIANA

Facility Planning and Management

1 Drexel Drive • Box 54

New Orleans, LA 70125-1098

(504) 520-7507 • FAX (504) 520-7926

TEXT #

14

December 5, 2011

New Orleans City Planning Commission
1340 Poydras St.
Suite 900
New Orleans, LA 70112

To Whom It May Concern:

I am writing on behalf of Xavier University of Louisiana to express the university's support for the following amendments to New Orleans 2030: Plan for the 21st Century (The Master Plan) previously submitted by Tulane University:

Amendment #2 (Vol. 2, Chapter 9, page 9.1 #3 and 9.9A). Amend this section to include Higher Education as an industry to preserve and expand. In the chart on 9.1, Higher Education is included in the concept under item #3, in the group of "other established industries". The charts on 9.7-9.9 should include a strategy section for Higher Education, while Goal 3 (starting on page 9.19) should include text related to these goals.

- a. Higher Education students are 18% of population.
- b. Higher Education employs approximately 15,000 full time employees.
- c. Higher Education brings in over \$245 million in research funding to the city.

Amendment #6 (Vol. 2, Chapter 14, page 14.6). Amend this section to include a Campus District in the Summary of Land Use Strategies and Actions in regards to preserving land for development by large employers, i.e. universities. The Chart Strategy section "Preserve land for large employers" should include general language to allow for expansion.

Amendment #8 (Vol. 3, Chapter 9, page 9.26). Amend the existing text to update the number of students enrolled at the listed institutions, and add the number of jobs created by these.

Respectfully submitted,

Marion B. Bracy
Vice President, Facility Planning and Management

Attachments

VOLUME 2

chapter 9

ENHANCING PROSPERITY AND OPPORTUNITY

| GOAL | POLICIES FOR DECISION MAKERS | FOR MORE INFORMATION, SEE PAGE: |
|---|--|---------------------------------|
| 1 <i>A strong, effective public-private partnership to maintain, recruit and expand the economic base</i> | <ul style="list-style-type: none"> Support the creation of and fund a public-private partnership (PPP) as the focal point for all local economic development activities. Strengthen business retention, expansion and recruitment efforts. Retain and attract professional talent. | 9.13 |
| 2 <i>Local government that supports high quality of life by delivering cost effective and efficient services to both businesses and residents</i> | <ul style="list-style-type: none"> Make New Orleans a safer, more reliable city in which to live, work and play. Provide, maintain, and repair basic infrastructure for a safer, more dependable city environment. | 9.18 |
| 3 <i>Preservation and expansion of established industries</i> | <ul style="list-style-type: none"> Preserve and enhance the tourism, cultural, port and maritime-related, advanced manufacturing, oil and gas, and other established industries. | 9.19 |
| 4 <i>Fostering of emerging industries to expand economic opportunity</i> | <ul style="list-style-type: none"> Support the continued development of the medical and life sciences sector. Retain and attract film/video, digital media and other creative industries. | 9.26 |
| 5 <i>Nurturing of potential new industries that capitalize on New Orleans' competitive strengths</i> | <ul style="list-style-type: none"> Promote coastal protection and restoration industries. Encourage green energy industry opportunities. Promote sustainable building design and construction. | 9.30 |
| 6 <i>A well-educated and skilled workforce with state-of-the-art workforce development programs that support a growing economy</i> | <ul style="list-style-type: none"> Maintain and strengthen the role of higher education as critical employers and contributors to the growing knowledge economy. Ensure that every student graduates from high school with basic work skills or prepared to advance to post-secondary education. Expand and improve coordination of the adult workforce development system. | 9.31 |

2

No text change

FIRST FIVE YEARS: 2010-2014 MEDIUM TERM: 2015-2019 LONG TERM: 2020-2030

| GOAL | STRATEGIES | ACTIONS | | | | | FOR MORE INFORMATION, SEE PAGE |
|------|---|---|---|------------------|--|-----------|--------------------------------|
| | | HOW | WHO | WHEN | RESOURCES | | |
| | | Recruit NASA subcontractors to the NORBP, including through improvements to the business park. | FPP, GNC, Inc., Louisiana Economic Development, NORBP | first five years | Staff time, NORBP funds | 9.25 | |
| | | Enhance the city-university relationship to promote research-based economic development through rebuilding and adding engineering programs. | Mayor's office, universities | first five years | Staff time | 9.25 | |
| | | Expand training for skilled trades on the model of the Advanced Manufacturing Center at Northrup Grumman. | Dalgaard Community College with manufacturers | first five years | State, federal and private funding | 9.25 | |
| | Preserve, expand and modernize the oil and gas industries. | Strengthen research and commercialization of advanced, environmentally sustainable oil and gas technologies. | Universities, oil and gas industry | medium term | Grants and private funding | 9.25-9.26 | |
| | Preserve and strengthen higher education as an established employment sector. | Formulate policies that promote funding and support institutions of higher education in the knowledge-based economic growth of the city, to the development of the local and regional skilled workforce, and as significant contributors to the job sector. | Universities, city officials, local economic developers | first five years | State, federal and private funding, local policies | | |

FIRST FIVE YEARS: 2010-2014 MEDIUM TERM: 2015-2019 LONG TERM: 2020-2030

| GOAL | STRATEGY | ACTIONS |
|--|--|--|
| | | <p>Include parking alternatives, such as shared lots and parking space maximums, to reduce the amount of paved surface in new development.</p> <p>Establish standards that address the number of bicycles to be accommodated for various land use categories.</p> |
| Promote development that can strengthen the city's tax and job base while serving citizen needs and preserving city character. | Preserve land for large employers | <p>Provide land use categories that discourage office development. (See General Commercial and Business Center land use categories descriptions and the Future Land Use map.)</p> <p>Create new and strengthen zoning districts that accommodate large office, medical, and educational employment centers.</p> <p>Allow mixed-use development in campus districts.</p> <p>Institute planned development review for larger new projects to better integrate them into their context.</p> <p>Attract new employers by creating a positive image through appropriate development standards.</p> <p>Include new landscaping standards to buffer incompatible uses, screen parking lots and outdoor storage areas, and improve the appearance of sites and street frontage.</p> <p>Incorporate a design-review process that informs both the developer and the neighbors of community design standards and operational concerns.</p> |
| | Preserve land for industrial uses where there are active and prosperous industrial uses. | <p>Ensure that land use categories allow for industrial uses. (See Industrial land use category description and the Future Land Use map.)</p> <p>Create a more stable investment climate by reducing conflicts both within industrial districts and between adjacent non-industrial districts.</p> <p>Refine the industrial district use lists so that uses appropriate to the desired intensity and market orientation of the industrial district are permitted, rather than requiring a conditional use or text amendment.</p> <p>Provide appropriate locations for business and light industrial facilities in settings attractive and accessible to visitors and employees.</p> <p>Accommodate a range of industrial development, including standards for research and light industrial/office parks.</p> <p>Provide appropriate locations for warehousing, distribution, storage, and manufacturing.</p> <p>Review performance standards for industry in establishing uses and evaluating impacts near residential areas.</p> |
| | Promote clustering of neighborhood retail and services and avoid long corridors of low-density commercial development. | <p>Apply a land use category that allows for and encourages smaller, neighborhood-oriented retail establishments. (See Neighborhood Commercial land use category description and the Future Land Use Map.)</p> <p>Encourage small-scale neighborhood commercial uses within residential neighborhoods.</p> <p>Tailor commercial zoning districts to the form, function, and use of various commercial areas.</p> <p>Revise the current commercial district structure so that district standards are responsive to a district's purpose and desired character.</p> <p>Create a commercial district specifically designed to accommodate and encourage pedestrian-oriented, walkable, shopping environments.</p> <p>Create standards within the zoning ordinance for small local business districts located within predominantly residential areas.</p> |

6

Service Coordination

Workforce development and employee support services cut across a number of programs and organizations. This can make it difficult for individuals trying to obtain education and training, find a job, or secure related services to identify and access all of the services they need. Workforce development professionals acknowledge that no real system exists to serve clients in a holistic and user-friendly way. The challenges involved in addressing this issue include:

- Establishing a single, up-to-date resource inventory of all workforce development and related services.
- Conducting a thorough analysis of supply and demand of workforce development services to identify gaps and develop strategies to fill these gaps. It is likely that more resources are needed but also likely that there are more efficient ways to use existing resources.
- Reducing the fragmentation of current workforce development services, determining the most efficient scale of service delivery, and better defining the roles of various organizations.
- Developing a more client-centered system that better coordinates and integrates the services of different providers.
- Fuller engagement with employers to obtain better intelligence on labor market demand, more closely align training and other services with employer needs, and provide mechanisms to improve employer access to information about available services.
- Developing common performance standards for service delivery, practitioner training and certification, and better tracking of results to more effectively serve customers and improve credibility of the system for both job seekers and employers.

8

C. HIGHER EDUCATION

New Orleans' many higher education institutions make it the leading higher education center of Louisiana and the entire central Gulf Coast. It is critical for New Orleans' long-term economic future that its higher education base be sustained and strengthened. The city's colleges and universities have approximately 65,000 63,000 full-time students and account for approximately 15,000 jobs in 40-11 institutions:

- Delgado Community College
- Dillard University
- LSU Health Sciences Center
- Loyola University
- New Orleans Baptist Theological Seminary
- Notre Dame Seminary
- Our Lady of Holy Cross College
- Southern University of New Orleans
- Tulane University
- The University of New Orleans
- Xavier University

In addition to educating the next generation of highly-skilled workers, the city's research universities, notably Tulane University, University of New Orleans, and LSU Health Sciences Center, conduct significant scientific and technical research, some of which is highly relevant to the city's established and emerging industries including energy, life sciences, and advanced manufacturing. All of the city's higher education institutions help to attract and retain talent to the city, and often provide civic leadership and a volunteer base for civic efforts through involvement in planning, urban design, public education, and small business development.

Facility Renovations & Design

December 1, 2011

New Orleans City Planning Commission
1340 Poydras St.
Suite 900
New Orleans, LA 70112

To Whom It May Concern:

I am writing on behalf of the University of New Orleans to express the university's support for the following amendments to New Orleans 2030: Plan for the 21st Century (The Master Plan) previously submitted by Tulane University:

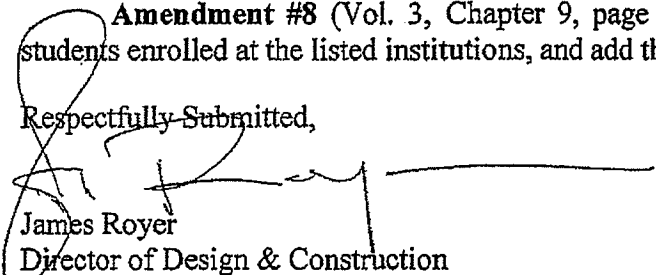
Amendment #2 (Vol. 2, Chapter 9, page 9.1 #3 and 9.9A). Amend this section to include Higher Education as an industry to preserve and expand. In the chart on 9.1, Higher Education is included in the concept under item #3, in the group of "other established industries". The charts on 9.7-9.9 should include a strategy section for Higher Education, while Goal 3 (starting on page 9.19) should include text related to these goals.

- a. Higher Education students are 18% of population.
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Respectfully Submitted,


James Royer
Director of Design & Construction
University of New Orleans
(504) 280-7335



LOYOLA
UNIVERSITY
NEW ORLEANS

ASSISTANT VICE PRESIDENT FOR ADMINISTRATION
Paul C. Fleming

August 5, 2011

New Orleans City Planning Commission
1340 Poydras St.
Suite 900
New Orleans, LA 70112

To Whom It May Concern:

Loyola University New Orleans is in full support of, and wishes to co-sponsor the following attached amendments offered by Tulane University:

Amendment #2 (Vol. 2, Chapter 9, page 9.1 #3 and 9.9A) Amend to include Higher Education as an industry to preserve and expand. In chart on 9.1 Higher Education is included in concept under item #3, in the group of "other established industries". Charts on 9.7-9.9 should include a strategy section for Higher Education, while Goal 3 (starting on page 9.19) should include text related to these goals.

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Sincerely,

Paul C. Fleming

FIRST FIVE YEARS: 2010–2014

MEDIUM TERM: 2015–2019

LONG TERM: 2020–2030

| GOAL | STRATEGIES | ACTIONS: | | | | |
|------|---|--|--|------------------|--|---------------------------------|
| | | HOW | WHO | WHEN | RESOURCES | FOR MORE INFORMATION, SEE PAGE: |
| | | Recruit NASA subcontractors to the NORBP, including through improvements to the business park. | PPP; GNO, Inc; Louisiana Economic Development; NORBP | first five years | Staff time; NORBP funds | 9.25 |
| | | Enhance the city-university relationship to promote research-based economic development through rebuilding and adding engineering programs | Mayor's office; universities | first five years | Staff time | 9.25 |
| | | Expand training for skilled trades on the model of the Advanced Manufacturing Center at Northrup Grumman | Delgado Community College with manufacturers | first five years | State, federal and private funding | 9.25 |
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| | Preserve and strengthen higher education as an established employment sector. | Foster policies and promote funding that support institutions of higher education in the knowledge-based economic growth of the city, in the development of the local and regional skilled workforce, and as significant contributors to the job sector. | Universities; city officials; local economic leaders | first five years | State, federal and private funding; local policies | |

Service Coordination

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Memo [revised]
August 5, 2011

To: Paul Cramer
From: Kristin Gisleson Palmer, City Councilmember District "C"
Subject: Master Plan and FLUM

Please review and create analysis of the following proposed amendments to the Master Plan as recommended by the public.

- 1.) Chapter 11- Transportation Plan- Add Complete Streets Policy as described in Council Resolution R-338 (attached).
- 2.) Vieux Carré FLUM- Request on behalf of Rampart Main Street, VCPORA and FQC for changes in density designation.
- 3.) Bywater concerns regarding Density- Bywater Neighborhood Association and Bywater Smart Growth's request for review of certain medium density designations as requested in the attached letters.
- 4.) Marigny concerns regarding Density- Faubourg Marigny Improvement Association's request for review of low density as requested in the attached correspondence.
- 5.) Definitions for Density Designations- More clearly define what density means and what the effects of a density designation are on an area in terms of allowed use, height, and Floor-to-Area Ratio.

RESOLUTION

NO. R-11-338

CITY HALL: August 4, 2011

BY: COUNCILMEMBER GISLESON PALMER

SECONDED BY:

WHEREAS, the New Orleans 2030 – A Master Plan for the 21st Century calls for City of New Orleans to establish and adopt a Complete Streets Policy; and

WHEREAS, a Complete Streets Policy ensures a fully integrated transportation system, by planning, funding, designing, constructing, managing and maintaining a complete and multi-modal network that achieves and sustains mobility, while encouraging and safely accommodating pedestrian, bicyclists, transit users and motorists regardless of age or ability; and

WHEREAS, the United States Department of Transportation (USDOT) promotes and encourages state and local governments to adopt Complete Streets policies in order to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems; and

WHEREAS, more than 200 jurisdictions and agencies across the country have adopted Complete Streets policies including state Departments of Transportation, Metropolitan Planning Organizations, counties and municipalities; and

WHEREAS, the Louisiana Department of Transportation and Development (DOTD) adopted an internal Complete Streets Policy in July 2010 that applies to all transportation projects that involve federal or state funding or approval; and

WHEREAS, the National Complete Streets Coalition's Policy Analysis 2010 Report identified DOTD's Complete Streets Policy as the second best statewide policy in the United States; and

WHEREAS, the current DOTD Complete Streets Policy does not apply to local streets or locally funded projects; **NOW, THEREFORE**

BE IT RESOLVED, BY THE COUNCIL OF THE CITY OF NEW ORLEANS, that the New Orleans City Council hereby requests the Transportation Committee to review Complete Streets policies and ordinances from jurisdictions and agencies nationwide; and

BE IT FURTHER RESOLVED, that the New Orleans City Council hereby requests the Transportation Committee to draft and submit to the Council for consideration a Complete Streets ordinance.

THE FOREGOING RESOLUTION WAS READ IN FULL, THE ROLL WAS CALLED ON THE ADOPTION THEREOF AND RESULTED AS FOLLOWS:

YEAS:

NAYS:

ABSENT:

AND THE RESOLUTION WAS ADOPTED.

Submitted By: French Quarter Citizens, Inc, VCPORA
Contact: Sue Klein 722-7557 NORTH RAMPART MAIN Street, INC **TEXT # 15**

Reaffirm PD 1-2R and corresponding Text # 15 for the submission of the Vieux Carre FLUM request by CM Kristin Gisleson Palmer. To reiterate our position on our amendment applications originally submitted for Planing District 1b regarding text and FLUM changes. This would bring the text and FLUM in sync by utilizing the designations of **Historic Core Residential** and **Historic Core Mixed-Use**.

Referring to the Transportation Chapter, reaffirm Text # 1 and #2 of the MP Amendment applications and Deny Sections of Text #17 as submitted by the RTA that suggests removing best practices and attempts to remove any transportation standards of practice were adopted by the citizens of New Orleans during the post Katrina planning and public engagement process.

- We are reiterating for the text amendment to the Transportation Chapter, Best Practices box heading which adds the phrase "shall be followed."
- We are against the general thrust of what seems to be in the RNA's text amendment(s) to the Transportation Chapter as proposed in their letter to you of 8/10/11, which appears to suggest that the RTA wants there to be no "conceptual" rules on transportation, including the Best Practices element. Their position in that letter says that they want those details to be in their master plan. However, they pay no attention to *their* master plan, which they prepared in 1989 and we urge you to retain these important elements of the Transportation Chapter.

Deny Item 3 of Text #8 of the MP Amendment application that would allow the City to change the Master Plan out of cycle. The whole idea of a Master Plan is to have a standard of urban planning that can not be altered by project or single request. We feel the annual review process addresses is sufficient for changes and protects citizen/stakeholder rights. Also, it is our understanding that this request would require a charter change and can not be altered via this annual process.

We also question the term of high density used for transportation nodes. Many people interpret this now as a usage term, but as a height term and ask that it could be expressed in a more clear manner.

There are a number of comments on Text #19 NPP:

PG 4, NEO: *A function of its neighborhood partnership and action is to facilitate communication with City departments and agencies and the City Council to promote positive outcomes to improve a neighborhood's quality of life. The office should act as an advocate for neighborhoods and residents to city government.*

PG 4, Stakeholder: *No person, business or non-resident entity shall take precedent over a resident and/or neighborhood association of the area in question.*

PG 4, Relevant Stakeholder: *A specific example is needed. This definition is too broad and the current text at the worst leaves the door open to possible abuse or at the least to cause a "log-jam" for proactive change.*

Pg 5, Key Assumptions:

7. *The public administrator has the responsibility to inform the general public of the local, state and national context that affects and/or influences local government decisions. Likewise, the general public so that has the responsibility to understand the local, state and even national context that affects and/or influences local government decisions*

7 a. *When, in being asked to make an administrative decision, the public administrator finds that there is not a clear, demonstrably obvious decision provided for in the law, he/she shall send the matter to the relevant city board or commission. In any case, when making an administrative decision, the public administrator shall cite the specific codes, laws, and/or ordinances that give legal weight to the decision.*

Pg 6, **Effective Public Participation** *for an area- specific issue must engage residents and businesses of that particular area. The general community shall participate on city-wide issues and not supersede the voice of area residents and businesses regarding area-specific issues.*

Pg 12, Safety and Permits: **NOTE:** *There needs to be much more detail in this plan. S&P has been the source of ill-informed decisions that have been very harmful to neighborhoods.*

Respectfully Submitted for the Record

PLAN FOR THE 21ST CENTURY: NEW ORLEANS 2030 PROPOSED TEXT AND MAP CHANGES CITY PLANNING COMMISSION

PURPOSE: To reflect more accurately the allowable land use for District 1 and to align the FLUM with the Master Plan text.

CHANGES

1. **FLUM** change proposed to "*Adopted Future Land Use Maps*" to agree with text (map as a separate attachment)

A corresponding map change to Planning District 1A and 1B and Use Map No. 1 and 2 to implement the new categories of "**Historic Core Mixed Use**" land use category to that area currently categorized in Volume 2, Chapter 14.13 as "Mixed-Use Medium Density" and "Mixed-Use High Density"; to replace "Pre-War Residential Medium Density" currently categorized in Volume 2, Chapter 14.11 with "**Historic Core Residential**"; to replace "Mixed-Use High Density" currently categorized in Volume 2, Chapter 14.13 with "**Historic Core Mixed Use**" with the boundaries as designated on the FLUM proposed change and corresponding to the Vieux Carre zoning maps.

2. NEW LAND USE CATEGORY & REVISION OF CURRENT TERMS

– Proposed addition to Volume 2, chapter 14.11 and 14.13

- A. **Historic Core Residential** (*Proposed for Vieux Carre only to replace Pre-War Residential Medium Density, Volume 2, chapter 14.11 to conform to draft CZO designation.*)

Goal: Preserve the character and scale of 18th thru mid 20th Century residential area's representing housing types and sizes and allowing for compatible infill development. To promote walkability and preserve authenticity of the Vieux Carre.

Range of Uses: Single and two-family residences, townhomes and small multifamily structures. Traditional corner store businesses may be allowed where current or former residential-friendly commercial use is verified. Supporting public recreational and community facilities allowed (i.e., schools and places of worship).

Development Character: New development will conform to the general character and scale of the toute ensemble of the surrounding neighborhood following VCC regulations. HCR corresponds to the VCC, VCS, and VCE zoning maps.

- B. **Historic Core Mixed-Use** (*Proposed for Vieux Carre only to replace other "Mixed-Use" categories in Volume 2, Chapter 14. 13 for the Vieux Carre*)

Goal: Increase neighborhood and visitor convenience and walkability within and along edges of the Vieux Carre with low density residential, visitor and neighborhood-serving retail/commercial establishments.

PLAN FOR THE 21ST CENTURY: NEW ORLEANS 2030

PROPOSED TEXT AND MAP CHANGES CITY PLANNING COMMISSION

Range of Uses: Residential, neighborhood business and visitor businesses in residential scale buildings interspersed with residences. Uses can be combined horizontally or vertically. Some structures will require ground-floor retail with residences or offices, or both on upper floors. No new heavy or light industrial uses allowed.

Development Character: These areas will provide proper transitions to the surrounding residential areas. The scale of new development will be determined by appropriate height and massing the Vieux Carre. HCM-U corresponds to the VCR zoning maps.

TEXT # 16

J. KEITH HARDIE, JR.
ATTORNEY AT LAW

757 ST. CHARLES AVENUE, SUITE 304, NEW ORLEANS, LOUISIANA 70130
PH: (504) 522-6222 FX: (504) 522-6226

August 4, 2011

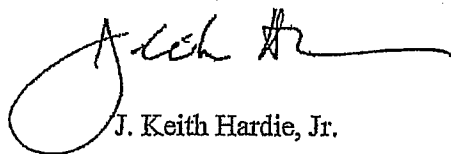
City Planning Commission
attn: Paul Cramer
1340 Poydras St.
Suite 900
New Orleans, LA 70112

re: Maple Street - Requested Text Change
N.O. Master Plan, File No. 4273

Dear Mr. Cramer:

Attached please find the application of Maple Area Residents for a change in the text of the Master Plan to add a new future land use category of "mixed use low density restricted." Also enclosed is a copy of my letter and request to Councilmember Susan Guidry's office for a change in the future land use map changing Maple Street to the proposed *mixed use low density restricted* category. If you have any questions, please do not hesitate to call.

Cordially,



J. Keith Hardie, Jr.

JKH/mh
Enclosure

cc: Councilmember Guidry (attn: Kelly Butler), by fax (504) 658-1016

TEXT #16

J. KEITH HARDIE, JR.
ATTORNEY AT LAW

757 ST. CHARLES AVENUE, SUITE 304, NEW ORLEANS, LOUISIANA 70130
PH: (504) 522-6222 FX: (504) 522-6226

August 4, 2011

Susan G. Guidry
Councilmember, District A
attn: Kelly Butler
City Hall, Room 2W80
1300 Perdido Street
New Orleans, LA 70112

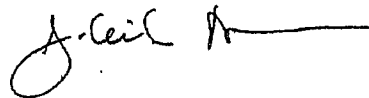
By fax 658-1016

re: Maple Street - Future Land Use Map Change
N.O. Master Plan, File No. 4273

Dear Councilmember Guidry:

Attached please find a request for change to the Future Land Use Map. I have been advised by the City Planning Commission that this request, since it involves more than one property, should be submitted through your office. Also enclosed is a copy of an application for an amendment to the text of the Master Plan to allow a new future land use category, "mixed use low density restricted," which would be identical to the "mixed use low density" category, except for the prohibition of alcoholic beverage outlets. The request for the text change is being submitted to the Planning Commission. We ask that you request a change of the area on Maple Street currently designated as *mixed use low density* to *mixed use low density restricted*. If you have any questions, please do not hesitate to call.

Cordially,



J. Keith Hardie, Jr.

JKH/mh
Enclosure

cc: City Planning Commission (attn: Paul Cramer)

J. KEITH HARDIE, JR.
ATTORNEY AT LAW

TEXT #16

757 ST. CHARLES AVENUE, SUITE 304, NEW ORLEANS, LOUISIANA 70130
PH: (504) 522-6222 FX: (504) 522-6226

December 14, 2011

Leslie Alley
City Planning Commission
1340 Poydras Street , 9th Floor ,
New Orleans, LA -70112

Dale Thayer
City Planning Commission
1340 Poydras Street , 9th Floor ,
New Orleans, LA -70112

✓ Yolanda W. Rodriguez
City Planning Commission
1340 Poydras Street , 9th Floor ,
New Orleans, LA -70112

Paul Cramer
City Planning Commission
1340 Poydras Street, 9th Floor ,
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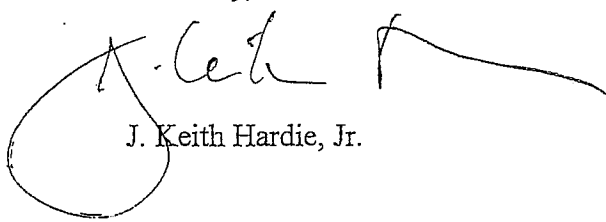
Re: N.O. Master Plan
File No. 4273

DEC 15 2011 PM 4:15

Dear Sirs and Madams:

Enclosed please find the Submission of Maple Area Residents Re: 2011 Proposed Master Plan Amendments.

Cordially,


J. Keith Hardie, Jr.

JKH/mh
Enclosure

cc: David Keiffer
Thomas Milliner

**SUBMISSION OF MAPLE AREA RESIDENTS
RE: 2011 PROPOSED MASTER PLAN AMENDMENTS**

12/13/11

- Re: 1. PD3-36/37 and PD3-114
2. PD3-105 and 106
3. PD3-10, 14, 16, 28, 29, 46, and 111
4. PD3-7R
5. Text Change # 14
6. Text Change # 16
7. PD3-3R

Maple Area Residents, Inc. ("MARI") submits the following regarding proposed Text Changes and FLUM changes:

1. **MARI supports PD3-36/37 and PD3-114 because they protect single family housing.**

These proposed changes will **lower** the FLUM density on **St. Charles Ave. between Audubon and Broadway** and on **Dunlieth Ct. from Residential Low Density Pre-War to Residential Single Family Pre-War**. This change better reflects existing land use, which is primarily single-family in these areas. In addition, it follows the preference indicated by area residents for more protection for single family residential uses. As discussed below, single family uses have worked well in the area, while non-single family properties have tended to become blighted and overcrowded.

2. **MARI opposes PD3-105 and 106 because they fail to protect existing single family residential land use.**

These proposed changes will **increase** the FLUM density on **Audubon St. between St. Charles and Hampson and between Maple and Freret** from **Residential Low Density Pre-War to Residential Medium Density Pre-War**. This change intensifies existing land use, which is primarily single-family in these areas. Residential Medium Density Pre-War will allow for four story apartment buildings. We see no existing four story apartment buildings, so this represents an increase in density. This increase in density is contrary to the preference indicated by residents in Master Plan meetings for more protection for single family residential uses. As discussed below, single family uses have worked in the area, while non-single family properties have tended to become blighted and overcrowded.

3. **MARI opposes PD3-10, 14, 16, 28, 29, 46, and 111 because they fail to support Single-Family land use and zoning.**

This position was overwhelming supported in District 3 Master Plan meetings where residents supported single family housing, but has not been reflected in the Master Plan.

Single Family land use and zoning should be supported in order to maintain and increase suitable housing for middle level employees of corporations seeking to relocate to New Orleans and to prevent the further blighting of Carrollton neighborhoods. Many corporations which decide not to relocate to New Orleans cite the lack of suitable housing for upper and middle level management. Such housing is available in the Carrollton/University area. In addition, a survey of multi-family housing in Carrollton will reveal that much of it is poorly maintained, with automobiles parked on lawns, garbage cans not taken in, landscaping either non-existent or not maintained. See **attached photos**. Single-family housing should be preserved and encouraged by applying lower density land use and zoning classifications throughout Carrollton. Proposed master plan amendments **PD3-10, 14, 16, 28, 29, 46, 105, 106, and 111** all will increase density and/or land use.

4. MARI opposes PD3-7R Tulane's proposed Master Plan Amendments (7.1 - 7.14), which will convert properties from residential to institutional use.

Tulane's proposal would change numerous properties from residential to institutional or to more intensive uses. This intensification should be opposed because it will further burden the University Area, but also because Tulane has provided little if any information concerning the proposed use of these properties has been provided.

Once it is adopted, the revised CZO § 15.5 will apparently require the submission of a General Development Plan for an EC (Educational Campus) District within 180 days after an EC district is approved. Unfortunately, this puts the cart before the horse. How can a map amendment -- particularly one which changes the FLU drastically from low and medium density to Institutional -- be considered if the proposal contains no indication of how the property is intended to be used. Tulane's submission is bare bones, and provides no information as to its intent for these properties. The CPC and Council should demand more information before even considering these requests, and they should be deferred until after the new CZO is in effect.

Many of the properties for which Tulane seeks to change the FLU are in very quiet residential neighborhoods (see, e.g., the properties between Tulane and Calhoun St., in the 6300 blocks of Clara, Magnolia, and Robertson) and others are on the already stressed Broadway corridor. The incursion of an institutional use will be devastating to nearby residential properties. Tulane should be required to produce information as to (1) the exact proposed Institutional use of these properties, (2) the density and FAR of the proposed uses, (3) the impact those Institutional uses will have on traffic and neighboring residential uses, and (4) how it intends to mitigate traffic and noise.

Tulane's current parking plan does not work. The vast majority of the parking provided is on the Claiborne Ave end of the campus. Since this lot is far from most of the

administrative offices and classrooms, Tulane staff and students fill up the surrounding neighborhood and prevent visitors to Audubon Park from accessing the park from the front, as all parking spaces on St. Charles are occupied from 8 am to 5 pm, and others absorb all available parking in the already dense surrounding residential neighborhood. The proposed new campus stadium will aggravate this already severe parking problems when the stadium is used, but perhaps more importantly, would squander space that Tulane could use for future expansion. Until Tulane has come to grips with these parking issues, it should not be permitted to expand its footprint.

Finally, in light of the fiscal problems in the City, it must be noted that Tulane pays no taxes on property it owns. The CPC and Council should not approve the change in Land Use unless Tulane can show that these properties will be used for educational or charitable purposes in the near future.

5. MARI opposes Text Change # 14, Tulane's Proposed Text Change to the Master Plan.

Tulane has proposed a text change adding language to the Master Plan at Vol. 2, Chap. 14, p. 14.6 that would go beyond the preservation of land for large educational employers to "include general language to allow for expansion." (See attached "PD3-7R Tulane Amendments") In addition, Tulane has proposed Future Land Use Map Changes converting numerous properties in the University Area to more intensive land uses, including converting properties currently listed in the Master Plan as Residential Medium or Low Density to Institutional.

Tulane is using or planning on using much of its campus for sports facilities, including the existing practice field, baseball stadium and Athletic Department facility and the recently proposed new football stadium. These infrequently used facilities could easily have been built away from the already dense University neighborhood. As an inner City institution, Tulane should be preserving space for its principal educational mission.

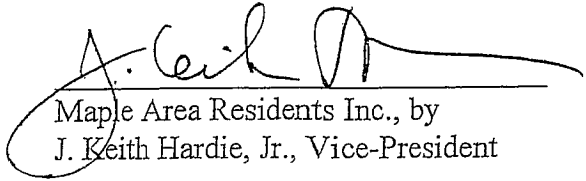
6. MARI supports the proposed Text Change # 16 to Chapter 14(C)(1), Chapter 14(C)(3), and Chapter 14 (D) to create the new FLU category of Mixed Use Low Density Restricted.

This new category could be applied to areas, like Maple Street, where there is already significant commercial development but where there are increasing problems with ABOs. As the CPC and Council are undoubtedly aware, residents in these areas frequently oppose zoning changes to BIA or other Districts which allow ABO's as conditional uses, because, even if the proposed business is not an ABO, once the zoning is changed, the site has the potential of becoming an ABO. The proposed category would eliminate that possibility, and encourage non-ABO business uses, which would help restore the balance between ABO and non-ABO uses in the neighborhood. Unfortunately, commercial use in mixed-use areas is not really "mixed" but becomes predominately ABO-related, driving

out other more neighborhood appropriate uses.

7. **MARI supports PD3-3R changing 8000 St. Charles Ave. from Residential Pre-War Low Density to Mixed Use Low-Density.**

This change will allow restoration of a multi-family building which is characteristic of architecture on St. Charles. The density and available parking are acceptable to the neighborhood.



Maple Area Residents Inc., by
J. Keith Hardie, Jr., Vice-President

REQUEST: To add the following land use category to Chapter 14, Land Use Plan, Section C, Future Land Use Categories, Mixed Use, pp. 14.12 - 14.14. Note: the text below replicates the existing FLU of Mixed Use Low Density, simply adding to it the language in italics.

SPECIFIC PROPOSED CHANGES IN TEXT:

Mixed Use Low Density Restricted

Goal: Increase neighborhood convenience and walkability within and along edges of neighborhoods with low density residential and neighborhood-serving retail/commercial establishments. *To prevent any increase in alcoholic beverage outlets in those mixed-use low density neighborhood commercial areas where the number of alcoholic beverage outlets has created problems such as noise, trash, and traffic congestion, and where there is significant conflict between surrounding residential uses and the alcoholic beverage uses, and to encourage a greater mix, range and variety of businesses.*

Range of Uses: Low-density residential and neighborhood businesses; typically businesses in residential scale buildings interspersed with residences. Uses can be combined horizontally or vertically (ground floor retail required in certain areas). Limited light-industrial uses (craft and value added industry and passive warehousing and storage) may be allowed in some areas. *Alcoholic beverage outlets, including bars and restaurants, would not be permitted or conditional uses. (Existing ABO's would be grandfathered.)*

Development Character: Height/mass of new development varied depending on surrounding neighborhood character.

REASONS FOR PROPOSED CHANGE:

In some mixed use areas, the number of alcoholic beverage outlets has increased over the years, creating problems such as noise, trash, and traffic congestion. In these areas, there is significant conflict between surrounding residential uses and the alcoholic beverage uses, which can convert the mixed use area from one principally serving the neighborhood to a destination. These clusters of alcoholic beverage outlets tend to drive out less intensive uses desired by and more compatible with the surrounding neighborhood by increasing commercial rents and by creating an atmosphere not conducive to other businesses. Mixed Use areas where there is already a significant number of alcoholic beverage outlets should be designated under the proposed text change as *Mixed-Use Low Density Restricted*, which would allow for a variety of commercial uses, but exclude new alcoholic beverage outlets. The existing ABOs would be grandfathered and continue to operate. This zoning category would encourage a greater mix and variety of businesses in these mixed-use areas, prevent additional conflict between commercial and residential uses, and maintain the historic character of these mixed use areas.

TEXT # 17



Regional Transit Authority
2817 Canal Street
New Orleans, LA 70119-6301

504.827.8300

www.norta.com

August 10, 2011

Ms. Yolanda Rodriguez
Executive Director
City Planning Commission
1340 Poydras Street, Suite 900
New Orleans, LA 70112

Dear Ms. Rodriguez:

Thank you for the opportunity to provide comments to propose revisions to the existing City's Master Plan. Our comments focus on Volume 2, Chapter 11, Transportation. Our comments are designed for the City Planning Commission to update the document to reflect the Regional Transit Authority's current plans and to offer suggestions for context to support future City planning efforts.

Volume 3 – Current Conditions, Chapter 11 – Transportation

This is an important chapter that sets the context for what has been achieved to-date and identifies opportunities for transportation improvements which are then developed into goals and policies proposed in Volume 2, Chapter 11. Since the document was approved in 2009, RTA believes that some information included in the narrative is outdated and should be revised.

- a. Section F- Table 11.3 – New Orleans Regional transit Authority (NORTA): Financial Information should be updated to 2010 information (attached).
- b. Cost per passenger trip for the system should be updated (11.12).
- c. Second paragraph describing Lil Easy and review since 2009 should be updated (11.12)
- d. Streetcar ridership in October 2008 should be updated to most recent information (11.12).
- e. Bond revenue and capital costs for the streetcar expansion project should be updated (11.12).
- f. Map 11.6: 2009 RTA Routes should be updated (11.13).

RTA staff would be pleased to assist the City in updating this context section for transit.

Volume 2 – Implementation, Chapter 11 – Transportation

1. Update transit section in fact sheet (11.4).
2. Strategy 2: Integration of land-use decision making with transportation policies (11.9).

We request that the City Planning Commission consider adding the following strategies as part of this goal to support greater integration and implementation of multi-modal facilities into the City Master Plan. A near-term timeline for these strategies is recommended.

- a. Incorporate bus stop improvements as part of City's street improvement and repair projects (Strategy 2.C.);
 - b. Recommend that new public facilities funded and/or maintained by the City are located adjacent to existing transit lines; (Strategy 2.D.);
 - c. Establish that Traffic Impact Analyses reviewed by the City incorporate multi-modal analysis including access to transit, potential transit and multi-modal strategies to reduce vehicular trips (Strategy 2.D.);
 - d. Recommend that the City develop a comprehensive transportation demand management strategy to reduce projected vehicular traffic induced by public or private development projects with significant trip generation along City-maintained streets or state highways within the Parish of New Orleans. Recommend that this strategy is also applied to proposed development along existing and proposed transit lines (Strategy 2.D.);
 - e. Prepare and incorporate bus stop guidelines as part of DPW's street standards (Strategy 2.D.);
 - f. Establish a capital projects priority process that supports multi-modal investments including signals that support transit and pedestrian movements; (Strategy 3.A.); and,
 - g. Recommend the following: "Review, update and implement the New Orleans ADA Transition Plan" (3.E.6.).
3. Strategy 3: Roadways that integrate vehicle transportation with bicycling and walking (11.12)
- a. Delete action 3.1.7. In 2010, RTA removed the requirement for bicyclists to register and waive liability requirements for use of bike rack on RTA buses.
4. Strategy 4: Fast and efficient mass transit supported by transit-oriented development.
- a. Delete action 4.A.2. In 2010, all red streetcars had been repaired and restored.
 - b. We recommend that the Master Plan incorporate a transit safety action strategy. To ensure that the safety of transit passengers and RTA employees is a priority for City. We propose the following new action strategy:

"Support RTA's efforts to continue to improve safety for transit passengers and RTA employees, pedestrians and vehicular traffic along streetcar lines and at or by bus and streetcar stops through cooperative support from DPW and other City agencies and/or departments.

This would be jointly supported by RTA and DPW within the first five years of the Plan using federal, local and state funding.

5. Strategy 5: Enhanced intercity transportation with upgraded airport, better passenger rail service and ultimately high-speed rail.

- a. *5.C.2. Identify a priority location for pedestrian access and for visibility of a UPT streetcar stop as part of the streetcar system expansion plan.* Recommend that this action strategy is deleted. This action has been completed and as part of the Loyola Avenue streetcar expansion project.

6. Narrative providing information about each Goal.

The RTA recommends that the current narrative supporting the Transportation Chapter in Volume-2- Chapter 11 is revised to reflect actionable items as opposed to general concepts.

While many of the ideas offered in the narrative about transit in Goal 4 are important to consider, they have not been studied or endorsed by RTA's Board of Commissioners or do not reflect the RTA Board priorities.

We wish to make clear that RTA supports the ability of citizens to propose ideas and concepts for improving transit service as part of the Master Plan.

However, we are also concerned with the appearance of confusing an idea or concept that then becomes an endorsed City action strategy in the Master Plan.

- b. The Best Practices checklist (11.33) assumes a light rail form of transportation for rail type services (low-floor
- c. Delete the graphic for the Rampart street section for N. Rampart Street. RTA is finalizing a street section for N. Rampart as part the Rampart/St. Claude line in consultation with the City and community groups.
- d. *4.B.1. Improve the frequency and convenience of existing bus and streetcar service.* The ability of RTA to reduce headways is a function of RTA's budget and priorities. The new regional transit study being undertaken by the New Orleans Regional Planning Commission will assist in determining which lines should be upgraded.
- e. *4.B.3. Improve the bus network by extending, creating and consolidating routes.* These ideas shall be considered as part of the transit network redesign for streetcar expansion project and as part of the new regional transit study being undertaken by the New Orleans Regional Planning Commission.
- f. *4.C.3. Invest in new rail, streetcar and bus rapid transit (BRT) infrastructure by obtaining federal and local funding.* These ideas shall be considered as part of the network redesign

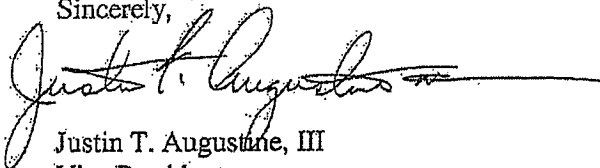
Ms. Yolanda Rodriguez
City Planning Commission
Page 4

for streetcar expansion project and as part of the new regional transit study being undertaken by the New Orleans Regional Planning Commission.

- g. *4.E.1. Create forums and entities for agency coordination and consolidation to improve transit service delivery and sustainability.* The New Orleans Regional Planning Commission has established a regional transit technical advisory committee and a Coordinated Human Service Transportation Committee which RTA attends.

Thank you for the opportunity to comment. My staff and I are available if you need further information or require any clarification of our comments.

Sincerely,



Justin T. Augustine, III
Vice President
Veolia Transdev
In service to the Regional Transit Authority

JTA/sm

- c: Regional Transit Authority Board of Commissioners
Derrick Breun, Chief Operating Officer, Veolia Transdev
William Gilchrist, Director of Place-Based Planning, City of New Orleans
Walter Brooks, Executive Director, New Orleans Regional Planning Commission

TEXT #17

LAFAYETTE SQUARE ASSOCIATION

630 JULIA STREET

NEW ORLEANS, LOUISIANA 70130

(504) 524-5759

November 28, 2011

Ms. Yolanda Rodriguez
Executive Director
City Planning Commission
1340 Poydras Street, 9th Floor
New Orleans, LA 70112

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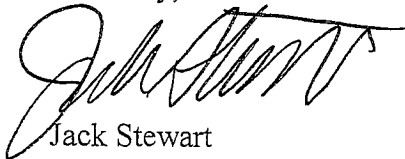
Dear Ms. Rodriguez:

After several Lafayette Square Association board meetings on the subject and conversations with our members and neighbors we herewith present our comments on the draft master plan amendments:

- 1 1. We are for the text amendment to the Transportation Chapter, Best Practices box heading which adds the phrase "shall be followed."
- 17 2. We are against the general thrust of what seems to be in the RTA's text amendment(s) to the Transportation Chapter as proposed in their letter to you of August 10, 2011, which appears to suggest that the RTA wants there to be no "conceptual" rules on transportation Best Practices in the City's Master Plan. Their position in that letter says that they want those details to be in their master plan. However, they pay no attention to their master plan, which they prepared in 1989.
- 13 3. We are for the text amendment that changes the proposed name of the High Density CBD Mixed-Use Neighborhood to the Upper CBD Mixed Use Neighborhood.
- 13 4. We are for the text amendment and map change that makes the Upper CBD into an Interim Zoning District (IZD) using the recent and revised Height Study and incorporating all of it into the Master Plan.


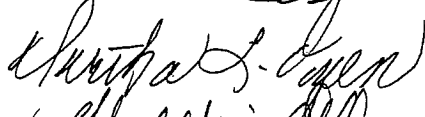
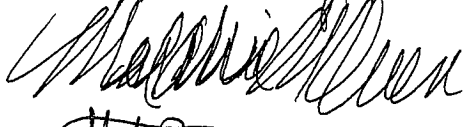
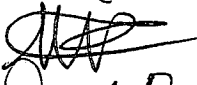

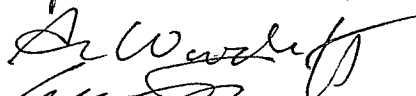


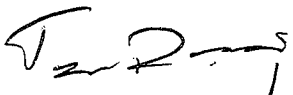

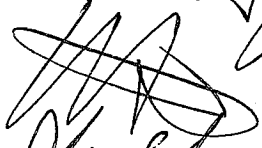

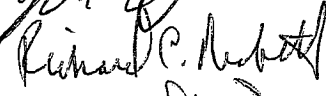
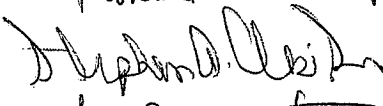
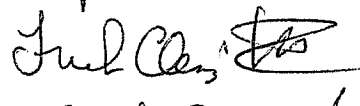
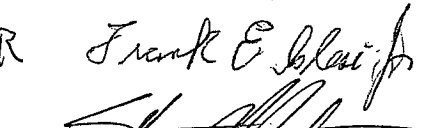
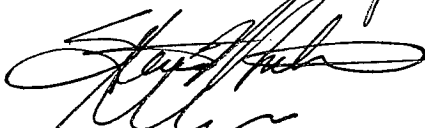



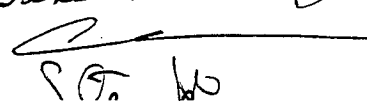
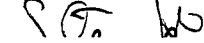
Attached is a list of supporters of these comments.

Sincerely,



Jack Stewart
President,
Lafayette Square Association

WE THE UNDERSIGNED ENDORSE THE CATACOTTS SQUARE ASSOCIATION
LETTER TO THE CITY PLANNING COMMISSION ON MASTER PLAN AMENDMENTS
NAME SIGNATURE ADDRESS

| | | |
|--|---|---------------------------------------|
| Roland von Kuratowski |  | 818 St. Charles Ave. 610 Julia St. |
| Rich Look | | |
| MARTHA L. OWEN |  | 618 Julia St. |
| Melanie M. Owen |  | 620 Julia St. |
| Mallory Chastant |  | 614 Julia St. |
| Judith Woodruff |  | 616 Julia St City |
| Ann Woodruff |  | 630 Julia St. |
| GEORGE SCHMIDT |  | 626 JULIA ST |
| Patricia H. Gay |  | 628 Julia 20130 |
|  | Troy Dupuis | 1111 S Peters St #111 |
| Barbara Jutty | BARBARA MOREY | 535 JULIA ST, NOA 70130 |
| PETER M TRAPLOW |  | 217 MAGAZINE ST 70130 |
| Michael Duplantier |  | 820 Baromett 70113 |
| JOHN H. CRAFT |  | 829 BARONNE ST NO 70113 |
| Richard C. Nesbitt |  | 711 Camp Street NO 70130 |
| Stephen A. Clesi, Sr. |  | 622 Julia Street, NO 70130 |
| Frank Clesi, JR |  | 622 Olive St., NO. 70130 |
| Steve Martin |  | 622 Julia St. N.O. 70130 |
| GEORGE HERO |  | 624 Julia St NO 70130 |
| JANAK NAPOLI |  | 913 MAGAZINE ST. NW 70130 |
| Keith Hardie |  | 616 Julia St. 70130 |
| JEAN M BRAGG |  | 157 St. Charles Suite 304 70130 |
| SANDRA STOKES |  | 600 Julia St 70130 |
| CASSANDRA SHARPE |  | 600 Julia - 4th Fl. 70130 |
| CLARA A. L... | | 610 JULIA 70130 OWNER |
| | | 800 St. Charles Ave |

Submitted By: French Quarter Citizens, Inc, VCPORA
Contact: Sue Klein 722-7557 NORTH RAMPART MAIN Street, INC **TEXT #17**

Reaffirm PD 1-2R and corresponding Text # 15 for the submission of the Vieux Carre FLUM request by CM Kristin Gisleson Palmer. To reiterate our position on our amendment applications originally submitted for Planing District 1b regarding text and FLUM changes. This would bring the text and FLUM in sync by utilizing the designations of **Historic Core Residential** and **Historic Core Mixed-Use**.

Referring to the Transportation Chapter, reaffirm Text # 1 and #2 of the MP Amendment applications and Deny Sections of Text #17 as submitted by the RTA that suggests removing best practices and attempts to remove any transportation standards of practice were adopted by the citizens of New Orleans during the post Katrina planning and public engagement process.

- We are reiterating for the text amendment to the Transportation Chapter, Best Practices box heading which adds the phrase "shall be followed."
- We are against the general thrust of what seems to be in the RNA's text amendment(s) to the Transportation Chapter as proposed in their letter to you of 8/10/11, which appears to suggest that the RTA wants there to be no "conceptual" rules on transportation, including the Best Practices element. Their position in that letter says that they want those details to be in their master plan. However, they pay no attention to *their* master plan, which they prepared in 1989 and we urge you to retain these important elements of the Transportation Chapter.

Deny Item 3 of Text #8 of the MP Amendment application that would allow the City to change the Master Plan out of cycle. The whole idea of a Master Plan is to have a standard of urban planning that can not be altered by project or single request. We feel the annual review process addresses is sufficient for changes and protects citizen/stakeholder rights. Also, it is our understanding that this request would require a charter change and can not be altered via this annual process.

We also question the term of high density used for transportation nodes. Many people interpret this now as a usage term, but as a height term and ask that it could be expressed in a more clear manner.

There are a number of comments on Text #19 NPP:

PG 4, NEO: *A function of its neighborhood partnership and action is to facilitate communication with City departments and agencies and the City Council to promote positive outcomes to improve a neighborhood's quality of life. The office should act as an advocate for neighborhoods and residents to city government.*

PG 4, Stakeholder: *No person, business or non-resident entity shall take precedent over a resident and/or neighborhood association of the area in question.*

Pg 4, Relevant Stakeholder: *A specific example is needed. This definition is too broad and the current text at the worst leaves the door open to possible abuse or at the least to cause a "log-jam" for proactive change.*

Pg 5, Key Assumptions:

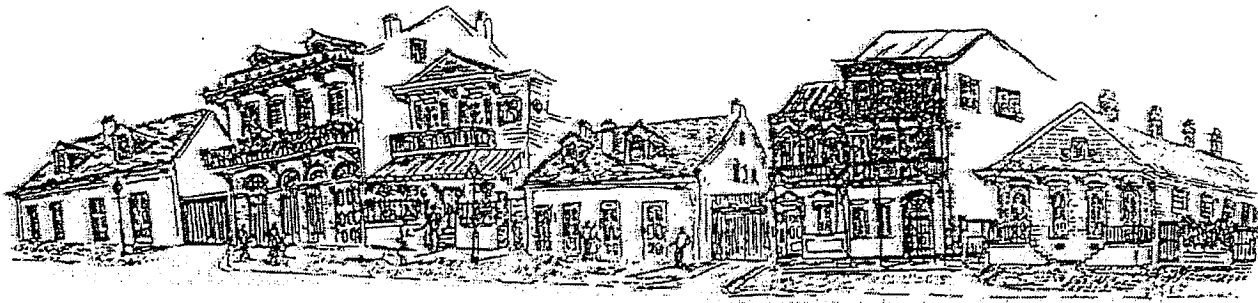
7. *The public administrator has the responsibility to inform the general public of the local, state and national context that affects and/or influences local government decisions. Likewise, the general public so that has the responsibility to understand the local, state and even national context that affects and/or influences local government decisions*

7 a. *When, in being asked to make an administrative decision, the public administrator finds that there is not a clear, demonstrably obvious decision provided for in the law, he/she shall send the matter to the relevant city board or commission. In any case, when making an administrative decision, the public administrator shall cite the specific codes, laws, and/or ordinances that give legal weight to the decision.*

Pg 6, Effective Public Participation *for an area-specific issue must engage residents and businesses of that particular area. The general community shall participate on city-wide issues and not supersede the voice of area residents and businesses regarding area-specific issues.*

Pg 12, Safety and Permits: *NOTE: There needs to be much more detail in this plan. S&P has been the source of ill-informed decisions that have been very harmful to neighborhoods.*

Respectfully Submitted for the Record



French Quarter Citizens, Inc.
632 North Rampart Street
New Orleans, LA 70112

December 1, 2011

Ms. Yolanda Rodriguez
Executive Director
City Planning Commission
1340 Poydras Street, 9th Floor
New Orleans, LA 70112

Dear Ms. Rodriguez:

Our organization is sending this to comply with today's deadline of public Master Plan comments. These comments are:

1. To reiterate our position on our amendment applications originally submitted for Planing District 1b regarding text and FLUM changes. This would bring the text and FLUM in sync by utilizing the designations of **Historic Core Residential** and **Historic Core Mixed-Use**.
2. Please do not grant the RTA application amendment item that suggests removing best practices and tries attempts to remove any transportation standards of practice were adopted by the citizens of New Orleans during the post Katrina planning and public engagement process.
 - We are reiterating for the text amendment to the Transportation Chapter, Best Practices box heading which adds the phrase "shall be followed."
 - We are against the general thrust of what seems to be in the RTA's text amendment(s) to the Transportation Chapter as proposed in their letter to you of 8/10/11, which appears to suggest that the RTA wants there to be no "conceptual" rules on transportation, including the Best Practices element. Their position in that letter says that they want those details to be in their master plan. However, they pay no attention to *their* master plan, which they prepared in 1989 and we urge you to retain these important elements of the Transportation Chapter.

Sincerely,

Brian R. Furness, President



SMART GROWTH FOR LOUISIANA IS A NON-PROFIT ORGANIZATION

SMART GROWTH

FOR LOUISIANA

533 esplanade avenue · suite b · new orleans la 70116

TEXT # 17

November 29, 2011

Ms. Yolanda W. Rodriguez
Executive Director
City Planning Commission
1340 Poydras Street
New Orleans, LA 70112
ywrodriguez@nola.gov

Dear Ms. Rodriguez:

**Re: Amending the Master Plan to further insure that the
Loyola/Canal/Rampart/St. Claude Streetcar Line will be
constructed in a Separate, Reserved Right-of-Way**

The Regional Transit Authority (RTA) is proposing to run a streetcar line from the Union Passenger Terminal down Loyola Avenue to Canal Street, a right at Canal Street, and then a left on to Rampart Street, and then down Rampart/St. Claude to and across Press Street into the Bywater neighborhood. The transit line has strong citizen support, but there is serious concern about the route's track alignment. The RTA's present design for the streetcar line places the tracks on Loyola Avenue in the existing street grid and does the same thing with the tracks when the streetcar makes its turn into Rampart from Canal. This track alignment is a major problem as it requires the streetcar to move in the same lanes as the automobile, and this means that the transit system, due to intermittent traffic congestion, will not operate efficiently. And if a transit system is not predictable and runs inefficiently, citizens will not ride it.

Fortunately for the RTA and the City there is way to alter the Loyola/Canal/Rampart/St. Claude track layout to make it an efficient and effective transit system. Place the streetcar tracks on Loyola in the neutral ground, or if that is not a possibility, place the tracks in a dedicated right-of-way adjacent to the neutral ground, using roll over curbs to separate the streetcars from the competing automobile traffic. And as for the Canal/Rampart/St. Claude portion of the route, it would mean making sure that the rail lines are placed on the neutral ground separate and apart from the adjacent automobile traffic. By using neutral grounds, or reserved lanes with a curb, the streetcars will have the separate, reserved right-of-way they deserve, and the streetcar line will be able to operate successfully, moving New Orleans closer to its goal of becoming America's most "walkable" city.

The Master Plan currently supports changing the track alignment so that the Loyola/Canal/Rampart/St. Claude streetcar line can operate in its own right-of-way. Completed by the City Planning Commission with the assistance of Goody Clancy to direct the physical development of the city for the next 20 years, and adopted by the City

Council last year, the plan emphasizes the importance of separating the automobile from streetcar operations. In its best practices checklist for rail and bus rapid-transit, the plan states that to "achieve a 21st century premium transit system," rail and bus rapid transit must "travel in reserved, dedicated right-of-way or enhanced medians with minimal crossings." "Invest in a premium transit system, guided by national best practices," continues the Master Plan, "including major improvements to existing rail and bus infrastructure in New Orleans. . ." And the plan concludes, "the city shall ensure . . . that the city works with the RTA and other non-municipal agencies to implement the transit 'best practices' adopted by the plan."

But in order to insure that the Master Plan more forcefully directs the design as well as the route alignment for rail and Bus Rapid Transit (BRT) cars in the future, and in order ~~that any ambiguities remaining concerning the design and construction of alternative~~ forms of mass transit in the future may be removed, Smart Growth for Louisiana advocates that the language in the **Best Practices Checklist for Rail and BRT Premium Transit** on page 11.31 of the Master Plan be amended as follows:

Best Practices Checklist for Rail and BRT Premiums Transit shall be followed (Added text underlined.)

1. Rail and BRT cars shall travel in a separate, reserved, dedicated right-of-way or enhanced medians with minimal crossings. (Added text underlined.)

Your consideration of the above stated requests are appreciated,



William E. Borah, President
Smart Growth for Louisiana

TEXT # 18**Paul Cramer**

From: Yolanda W. Rodriguez
Sent: Monday, August 08, 2011 1:54 PM
To: Paul Cramer
Subject: Fw: public art donation policy
Attachments: Donation Policy Final.doc

Need to discuss as an amendment.

Yolanda W. Rodriguez
Executive Director
City Planning Commission

Sent from my BlackBerry Wireless Handheld

From: Morgana King [mailto:MKing@artscouncilofneworleans.org]
Sent: Monday, August 08, 2011 11:42 AM
To: Yolanda W. Rodriguez; Arlen D. Brunson
Cc: Mary Len Costa <MCosta@artscouncilofneworleans.org>
Subject: public art donation policy

Hi Yolanda and Arlen,

I wanted to see if there was anything happening with the Master Plan and the artwork donation policy the Arts Council initiated.

I bring it up again, because there are currently two pieces – Bob Tannen's boulders at Lee Circle, and Aria Da Capo's Flowers for Theresa (moved from Lafayette Sq.) that are up for donation to the city right now. Also, as the Sculpture For New Orleans project continues, I anticipate more and more of the pieces coming through DAC for permanent donation to the City. I'd like to have some procedure in place to make it easier on everyone to review their appropriateness and value to our public space.

If you would like me to revise the suggested policy at all, please let me know. I could see creating a simplified form for applications that could be reviewed by the Percent For Art Committee and/or DAC. Those committees would be guided by the policy document attached, and make recommendation to City Planning.

Thanks,

NOTE NEW ADDRESS
Morgana King
Director of Public Art
Arts Council of New Orleans
935 Gravier Street Suite 850
New Orleans, LA 70112
Main phone: 504-523-1465
Fax: 504-529-2430

8/8/2011

Direct line: 504-595-8450

Arts Council: www.artscouncilofneworleans.org

Percent For Art Collection: www.percent.artscouncilofneworleans.org

New Orleans Arts and Culture: www.artsneworleans.org

Designated by the City of New Orleans as its Official Arts Agency, the Arts Council of New Orleans is an advocate, a convener, and an investor in the arts and culture of the greater New Orleans region.

TEXT# 19

Paul Cramer

From: Lucas Diaz
Sent: Monday, August 08, 2011 4:18 PM
To: Yolanda W. Rodriguez
Cc: Paul Cramer; William A. Gilchrist; Michael G. Sherman; Westley Bayas, III; Brooke E. Smith; Paul M. Harang
Subject: Chapter 15, master plan amendment recommendation
Attachments: Recommended changes to Master Plan Ch 15-Vol 3.docx

Yolanda,

As per our conversation Friday, I am attaching recommended amendments for Chapter 15 of the master plan. I look forward to working with you and Paul to ensure the final submitted changes reflect our combined understanding of the revised NPP work.

Don't hesitate to call me with any questions regarding the attached document.

Best,

Lucas Diaz
Director
Office of Neighborhood Engagement
Office of Mayor Mitchel J. Landrieu
1300 Perdido, 8W03
New Orleans, LA 70112
504.658.4965

8/22/2011

Recommended changes to Master Plan, Ch. 15, Vol 3.

Subheading 2 change:

Establishing a Neighborhood Participation Plan

Additional sub sub-heading:

2.1 Developing internal government structure and capacity

Additional text beneath new sub sub-heading:

The creation of the Mayor's Neighborhood Engagement Office in 2011 prompted a revision of the previously envisioned community participation program (CPP) described in the 2010 Master Plan. This revision includes the re-orientation of the previously defined community participation program as a multi-faceted framework for community engagement to be known as the Neighborhood Participation Plan (NPP). The NPP adheres to the core principles outlined in section 1 above; inclusiveness, public access to information, capacity, structure and transparency from a broader city government lens.

Specifically, the City of New Orleans **Neighborhood Participation Plan (NPP)** is a city-wide framework for instituting clear, meaningful and effective neighborhood participation processes and/or policies. This involves building participation capacities throughout the community and within city government (to include public-private partnerships, boards, commissions, and special initiative task forces and working groups). As a guiding framework, **NPP** will provide the foundation for New Orleans government and its neighborhoods and community members to work productively together under clear processes and guidelines for reaching better-informed and community-supported government decisions.

As such, development of a broad, city government-wide NPP serves as the foundation for agency-specific NPPs, such as the City Charter Mandated City Planning Commission NPP (part of internal government structure and capacity) and the potential for a neighborhood-based NPP (part of external structure and capacity).

Additional sub sub-heading:

2.2 Developing external neighborhood structure and capacity

Replace the original 1st paragraph text (quoted in bullet below) beneath subheading 2 on page 15.2:

- The CPC would take the lead in establishing the districtwide councils and other CPP components, working closely with the Mayor's Office of Public Advocacy. (original text)

With this proposed revision:

- The Mayor's Neighborhood Engagement Office, in partnership with the City Planning Commission, will work with community and government stakeholders to establish an effective, efficient and sustainable neighborhood-based NPP after finalizing and implementing the city government-wide NPP. Previously identified structural models, such as the district-wide planning councils (detailed example of how this model operates is listed in Section B of this chapter), as well as other possibilities, will be evaluated and considered for future implementation in coordination with the Mayor's Neighborhood Engagement Office, the City Planning Commission and other government and community stakeholders.

Remove all text from current subheadings 2 and 3 and place as information items in Section B of Ch. 15, "What the Public Said"

Subheading 4 becomes subheading 2

Subheading 5 becomes subheading 3

Subheading 6 becomes subheading 4

Under all three subheadings, eliminate any reference to a districtwide council, where possible, or replace, where appropriate, with: the neighborhood stakeholders.

Submitted By: French Quarter Citizens, INC, VCPORA
Contact: Sue Klein 722-7557 NORTH RAMPART MAIN Street, INC-TEXT # 19

Reaffirm PD 1-2R and corresponding Text # 15 for the submission of the Vieux Carre FLUM request, by CM Kristin Gisleson Palmer. To reiterate our position on our amendment applications originally submitted for Planing District 1b regarding text and FLUM changes. This would bring the text and FLUM in sync by utilizing the designations of **Historic Core Residential** and **Historic Core Mixed-Use**.

Referring to the Transportation Chapter, reaffirm Text # 1 and #2 of the MP Amendment applications and Deny Sections of Text #17 as submitted by the RTA that suggests removing best practices and attempts to remove any transportation standards of practice were adopted by the citizens of New Orleans during the post Katrina planning and public engagement process.

- We are reiterating for the text amendment to the Transportation Chapter, Best Practices box heading which adds the phrase "shall be followed."
- We are against the general thrust of what seems to be in the RNA's text amendment(s) to the Transportation Chapter as proposed in their letter to you of 8/10/11, which appears to suggest that the RTA wants there to be no "conceptual" rules on transportation, including the Best Practices element. Their position in that letter says that they want those details to be in their master plan. However, they pay no attention to *their* master plan, which they prepared in 1989 and we urge you to retain these important elements of the Transportation Chapter.

Deny Item 3 of Text #8 of the MP Amendment application that would allow the City to change the Master Plan out of cycle. The whole idea of a Master Plan is to have a standard of urban planning that can not be altered by project or single request. We feel the annual review process addresses is sufficient for changes and protects citizen/stakeholder rights. Also, it is our understanding that this request would require a charter change and can not be altered via this annual process.

We also question the term of high density used for transportation nodes. Many people interpret this now as a usage term, but as a height term and ask that it could be expressed in a more clear manner.

There are a number of comments on Text #19 NPP:

PG 4, **NEO**: *A function of its neighborhood partnership and action is to facilitate communication with City departments and agencies and the City Council to promote positive outcomes to improve a neighborhood's quality of life. The office should act as an advocate for neighborhoods and residents to city government.*

PG 4, **Stakeholder**: *No person, business or non-resident entity shall take precedent over a resident and/or neighborhood association of the area in question.*

Pg 4, **Relevant Stakeholder**: *A specific example is needed. This definition is too broad and the current text at the worst leaves the door open to possible abuse or at the least to cause a "log-jam" for proactive change.*

Pg 5, **Key Assumptions**:

7. *The public administrator has the responsibility to inform the general public of the local, state and national context that affects and/or influences local government decisions. Likewise, the general public so that has the responsibility to understand the local, state and even national context that affects and/or influences local government decisions*

7 a. *When, in being asked to make an administrative decision, the public administrator finds that there is not a clear, demonstrably obvious decision provided for in the law, he/she shall send the matter to the relevant city board or commission. In any case, when making an administrative decision, the public administrator shall cite the specific codes, laws, and/or ordinances that give legal weight to the decision.*

Pg 6, **Effective Public Participation** *for an area- specific issue must engage residents and businesses of that particular area. The general community shall participate on city-wide issues and not supersede the voice of area residents and businesses regarding area-specific issues.*

Pg 12, Safety and Permits: **NOTE**: *There needs to be much more detail in this plan. S&P has been the source of ill-informed decisions that have been very harmful to neighborhoods.*

Respectfully Submitted for the Record



Text 19

To: The New Orleans City Planning Commission
1300 Perdido Street, Rm. 1E07
New Orleans, LA 70112

JAN 26 2012 4:11:00

January 26, 2012

Dear Esteemed Commissioners:

As the founder, director, and leading advocate for the transparency, accountability, and citizen participation recommendations described by the NolaStat reform, and through a variety of interactions with a broad constituency of the city, I have become keenly aware of the need for a citizen participation process to provide opportunity for early notification and comment on land use and other planning considerations in the city of New Orleans.

There are fundamental values that must be respected for any meaningful citizen participation process to function well and be accepted by the community. Among these: 1) It must reflect and express the desires of the community it serves; 2) There must be a fair opportunity for all to join recognized organizations in order to participate in comment and decision processes; 3) There must be autonomy from city officials in the process of arriving at consensus on planning decisions.

The language in the proposed Master Plan text Amendment #19, to create a "Neighborhood Participation Plan" (NPP) located in the Mayor's Neighborhood Engagement Office (NEO), violates the fundamental pre-requisite of autonomy from the influence of city officials. In deleting the language calling for the formation of "district councils," and replacing this model with an agency controlled by the Mayor's office, the City Planning Commission would create an opening for any mayor to choose how and with whom to engage in planning decisions, or to not engage at all, and leaves open the continuing possibility of political influence being used to unfairly manipulate planning decisions. As such, the City Planning Commission should oppose Master Plan Amendment #19.

Citizens may hope that all mayors would objectively and fairly seek to engage citizens in planning processes, but many citizens have fair reason to cynically point to engagement failures in the recent past of Katrina recovery, and there is a long history of surprise land use decisions made through asymmetrical access to the decision-making process by developers who have failed to seek consent, or who have been misled to think that they have consent.

There may be many models that satisfy the fundamental autonomy required for a meaningful citizen participation process, of which district councils are perhaps the best researched locally. Unequivocally, there has not been a proper period of time allowed to deliberate upon how the city should implement the citizen desires expressed in the Master Plan, including the merits of district councils or other models for citizen participation. As of the date of this letter, in fact, notes from the CPC Master Plan neighborhood participation meeting that occurred in December still have not been distributed to



participants. Therefore, one could only conclude that Amendment #19 altering the already-approved Master Plan seems a hastily-prepared, ill-planned, and ill-conceived proposal.

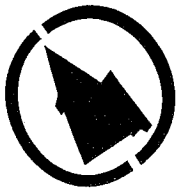
The entire purpose of the Master Plan process was to memorialize the desires of the community in a document including, very high on the list, citizen participation shaped by a process that the community itself can own and govern. In modeling NEO as a formalized entity governing the process of citizen participation, any mayor will have the power to weaken citizen participation without the consent of citizens. As citizens know from the Katrina recovery experience, the interval between elections is not short enough to address concerns about inclusion in planning decisions should citizens choose the ballot box to show their discontent with a mayor. A great amount of harm to the long-term interests of both citizens and developers can be done by not seeking the consent of citizens through a formalized participation process that respects autonomy.

It's also perhaps worth noting the irony of the language justifying the amendment, in which it's stated that the text of the Master Plan "should not recommend that the City adopt a particular type of system," and yet, the formalization of NEO as the vehicle for citizen participation is itself "a particular type of system," but not one over which citizens have any control or autonomy (Preliminary Staff Report, 2011 Master Plan Proposed Amendments, Jan. 10, 2012, p. 54, <http://ow.ly/8HJbR>). The amendment also argues that NPP adheres to the core principles of "inclusiveness, public access to information, capacity, structure and transparency from a broader city government lens" -- goals which should always be expected of any public institution. In fact, citizens should expect any mayor's active interest in citizen engagement, and facilitation of a formalized citizen participation process, without codifying in the Master Plan that engagement in an agency controlled by the mayor. If district councils shouldn't be codified as a formalized citizen participation model, as is argued in the proposed amendment, then neither should NEO.

I strongly recommend that the City Planning Commission vote against Amendment #19, but that it instead commit to exercising its resources in the task of identifying a model for citizen participation which satisfies the need for autonomy, and that it express its support for the Mayor's office to actively pursue an interest in citizen engagement, as should be expected in any event, without codification, of a mayor who has sought to represent citizens in a democratic society.

Respectfully,

D. Brian Denzer
Founder, Director
NolaStat
<http://NolaStat.org>



CENTRAL CITY
RENAISSANCE ALLIANCE

Text #19

January 10, 2012

New Orleans City Planning Commission
Attn: Ms. Yolanda Rodriguez, Director
1340 Poydras Street, Ste. 900
New Orleans, LA 70112

Re: Maintaining strength of Citizen Input in Citizen Participation Process Model

Ms. Rodriguez and Honorable Commissioners:

Central City Renaissance Alliance is deeply concerned about the City's action to remove any mention of District Councils or their equivalent through which citizens at the neighborhood level can advocate for and have their concerns heard and channeled to appropriate City departments. There is a great desire to do this with the support of City government, but without the influence from City government.

There is a question of whether the path chosen disregards the years of work of concerned and informed citizens who have researched best practices throughout the country and the world, and painstakingly worked together for understanding and building upon mutually valued principles. This work produced a proposed model for a citizen participation program for the City of New Orleans. That proposed model was submitted to the city last year to have the City review, and to have the City set up forums for more citizen input on the work submitted to date. The purpose was to engage an even broader spectrum of citizens for their input on the model or models submitted.

This process which was originally authorized by City Council has since been derailed, to the detriment of a more equitable and meaningful process of having citizen concerns addressed.

We firmly recommend that District Councils or their equivalent remain a part of the model proposed as the overwhelming majority of New Orleans informed citizens have voiced over the course of the last 30 days as well as throughout the years of our significant work together on this project.

Respectfully submitted,

Kysia Brown Robinson
Executive Director

The Case Against Adoption of Proposed Master Plan Text Amendment 19

The decision regarding this amendment is a major test of whether the city will prioritize community will or accommodation of a single city official, since the current Master Plan text in the citizen participation chapter reflects two years of work by many community members, and the overwhelming community response to this amendment has been to oppose it. Why is the community input not even mentioned in the staff report?

Further, the proposal to eliminate reference to the District Councils flies in the face of international best practices, by which every CPP (or "NPP") known to humankind has some equivalent of District Councils. This is because this part of the structure is the absolute key to ensuring equity throughout the system, and providing every resident the opportunity to access and benefit from the system. District Councils are also vital to ensuring that city decision-makers have access to authenticated community input. District Councils serve to bring neighborhoods together to work on shared interests and to resolve disputes, and to address issues that impact larger geographic areas. Finally, approximately half of New Orleans right now has some equivalent of District Councils already in place, from GCIA in Gentilly to the Algiers Council of Neighborhood Presidents, from the Carrollton Area Network to ENONAC in the East. On top of every other argument against this, why would we remove from the Master Plan something that is already happening organically in the four corners of the city?

Finally, to imply that NEO will carry out these functions flies in the face of reality. NEO was not designed to do this; NEO does not have the capacity to do this; and NEO could simply be eliminated at the whim of any future mayor. The suggestion to replace the District Councils with NEO comes from the Director of NEO; yet the purpose of the Master Plan is to guide the work of city government, and the Plan should never be changed simply to accommodate the wishes of one city official. Moreover, meaningful citizen engagement must be owned by the community and be autonomous from the politics of city government. Placing responsibility for citizen engagement directly into the hands of city government is also contrary to best practices and is likely to have a very negative impact on the quality of the input and also on the trust between community and government. A more appropriate role for NEO or a similar office is to be the connecting point between the CPP/District Councils and city government, where it can facilitate the information flow between government and community without impeding or influencing it.

It should also be noted that the staff recommendation encourages the Planning Commission to do something that is probably illegal. The proposed amendment that was submitted for public review and Planning Commission consideration references only Volume Three of the Master Plan. Thus, to make any changes to Volume Two would be a violation of the City Charter as well as Planning Commission policy, in that the proposal was not circulated for the mandatory public review and comment.

In essence, this proposed amendment is directly contrary to community will, best practices and the values of equity and inclusiveness. That it is even being considered is alarming; that the staff recommends approving it – and doing so in violation of city law and policy – is outright

disturbing, especially with no mention at all of the strong community opposition that was expressed during the initial comment phase.

Respectfully submitted by Keith G.C. Twitchell
President, Committee for a Better New Orleans
Office: 4902 Canal Street, Suite 300, NOLA 70119
Residence: 3023 Ponce de Leon, NOLA 70119

H.M.K. Amen, President

New Orleans Association of Black Social Workers, Inc.
Post Office Box 531812 ~ New Orleans, LA 70153
(504) 638-5534

BJB Neighbors United

C/O H.M.K. Amen, Coordinator
2119 Brainard Street
New Orleans, LA 70113
(504) 638-5534

New Orleans City Planning Commission

Ms. Yolanda Rodriguez
Director
1340 Poydras Street, Ste. 900
New Orleans, LA 70112

**Re: Opposition to Proposed Master Plan to Weaken Citizen Input Parity in CPP Model
Presented to City Planning Commission**

Honorable Commissioners:

I make this statement as president of the New Orleans Association of Black Social Workers, as a member of several organizations and stakeholders in Central City, and as one who participated with other citizens in developing the recommended Citizen Participation model for the city of New Orleans. We are deeply concerned about the City's action to remove any mention of District Councils or any equivalent to a non-governmental, independent avenue through which citizens at the neighborhood level can have their concerns heard, channeled to appropriate City departments and advocated for, with the support of City government, but without the influence from City government.

There is even a greater concern that the City has clearly chosen to disregard the years of work of concerned and informed citizens who have researched best practices throughout the country and the world, and painstakingly worked together for understanding, and gradually building upon mutually valued principles, which produced a proposed model for a citizen participation program for the City of New Orleans. This proposed model was submitted to the city last year to have the City review, and to have the City set up forums for more citizen input on the work submitted to date. The purpose was to engage an even broader spectrum of citizens for their review and input on the model or models submitted.

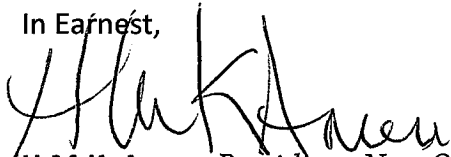
This process which was originally authorized by City Council has since been derailed, to the detriment of a more equitable and meaningful process of having citizen concerns addressed.

Once again a government 'of the people' and 'by the people' has become a travesty.

We firmly recommend that District Councils or their equivalent remain a part of the model proposed as the overwhelming majority of New Orleans informed citizens have voiced in the course of the last 30 days as well as throughout the years of our significant work together on this project.

As one of our Central City partners queried: it boils down to one question. What Value does this City place on Community input through citizens coming together in great numbers for many years having nothing to gain other than their vision for a better, more vital, and equitable city?

In Earnest,

A handwritten signature in black ink, appearing to read 'H.M.K. Amen', written in a cursive, flowing style.

H.M.K. Amen, *President ~New Orleans Association of Black Social Workers
and Neighborhood Coordinator for BJB Neighbors United (a Central City Neighborhood
Association)*

Text #19

CPCinfo

From: Helen Howard [hkhoward@bellsouth.net] **Sent:** Wed 1/11/2012 5:47 PM
To: CPCinfo; Mayor Mitchell J. Landrieu; Jackie B. Clarkson; Eric Granderson; Cynthia H. Morrell; Stacy Head; Jon D. Johnson; Susan G. Guidry; Kristin G. Palmer; rjbolloin@nola.gov; Michael R. Billups; Lucas Diaz; Westley Bayas, III
Cc:
Subject: No to Silencing My Voice. No to One Voice for the People
Attachments:

Dear Mayor, Council Members, and Other City Officials,

This is to advise my strong objection to the concept of one voice speaking for a neighborhood, community, district, or any other group. I do not need or want another group claiming to speak for me, to represent me or to be the voice of my neighborhood, community or district.

It has been said that the one voice concept will enhance communications between the residents and City Hall. It seems that those promoting this idea believe that the voters of New Orleans are not wise enough to represent themselves. If they really want to enhance communications between the residents and City Hall, let them do so by volunteering their time and providing free information to residents, that will enable residents to better represent themselves.

I am a proud resident of the Gentilly section of this great city, and an active member of my community. I want to maintain my freedom to speak for myself without the fear of some group speaking for me. I want my neighborhood association to maintain the freedom to use our bylaws to help neighbors maintain and/or improve the quality of life of our community; without the fear of some other group claiming to speak for us.

Respectfully,

Helen K. Howard
4435 Pauger Street
New Orleans, LA 70122

Please do not forward or share my email address.

Thanks,

Helen



Text #19

creating quality housing + developing vibrant communities

Kathy Laborde (Chairman)
President, Gulf Coast Housing
Partnership, Inc.

Julius E. Kimbrough, Jr. (Vice Chairman)
Vice President, Liberty Bank and Trust
Company

Phyllis Cassidy (Secretary/Treasurer)
Executive Director, Good Work Network

Mark Boucree
C.R.A., Business Development Officer,
Community Development
Capital One Bank

Sunada Henderson Brookins
Vice President, Community Affairs
Whitney Bank

Marsha Broussard
Louisiana Public Health Institute
Director, School-Health Connection

Karin Coleman
Vice President/Fair Lending Officer,
Fidelity Homestead Bank

Joan Coulter
The Kelly Companies
Trustee, Kelly Foundation

Penny Francis
Owner, Eclectic Home

Barbara Holloway
Central City homeowner

Paul James
Director, Operation Comeback,
Preservation Resource Center of New
Orleans

Rachelle Juelich
Juelich Consulting, LLC

James R. Kelly
Executive Director, Covenants House

Diana Lewis
Civic Activist

Steven J. Massicot
Principal/Manager, Massicot Group LLC

Jacquelyn Marshall
President of Harmony Oaks
Neighborhood Association
Harmony Oaks Community Center
Manager

Cornelius Maneaux
Network Neighbors

Jordan Monsour
Attorney, Butler-Snow

Tom Murphy
Former Mayor of Pittsburgh
Urban Land Institute

Angela O'Byrne
President, Perez - A Professional
Corporation

Ashton Ryan
President and Chairman of the Board,
First NBC Bank

January 10, 2012

New Orleans City Planning Commission
1340 Poydras St.
Suite 900
New Orleans, LA 70112

To Whom It May Concern:

As a stakeholder in Central City, I am deeply concerned about the City's intent to remove District Councils. It is imperative that there is some official but non-governmental, independent avenue through which citizens at the neighborhood level can voice their concerns; those concerns must be channeled to appropriate City departments, but cannot be subject to the influence of City government.

It is also troubling that the City has chosen to disregard the citizen-conceived model for a citizen participation program for the City of New Orleans. This proposed model was submitted to the city last year for review, but no public forums have taken place. The purpose was to engage an even broader spectrum of citizens so that they might have a part in planning their own civic engagement, but that has not come to fruition. The elimination of District Councils goes against the spirit of this plan and the project as a whole. I wholeheartedly urge you to reconsider.

Sincerely,

Una Anderson

Executive Director, New Orleans Neighborhood Development Collaborative

To: The New Orleans City Planning Commission
1300 Perdido Street, Rm. 1E07
New Orleans, LA 70112

January 26, 2012

Dear Esteemed Commissioners:

As the founder, director, and leading advocate for the transparency, accountability, and citizen participation recommendations described by the NolaStat reform, and through a variety of interactions with a broad constituency of the city, I have become keenly aware of the need for a citizen participation process to provide opportunity for early notification and comment on land use and other planning considerations in the city of New Orleans.

There are fundamental values that must be respected for any meaningful citizen participation process to function well and be accepted by the community. Among these: 1) It must reflect and express the desires of the community it serves; 2) There must be a fair opportunity for all to join recognized organizations in order to participate in comment and decision processes; 3) There must be autonomy from city officials in the process of arriving at consensus on planning decisions.

The language in the proposed Master Plan text Amendment #19, to create a "Neighborhood Participation Plan" (NPP) located in the Mayor's Neighborhood Engagement Office (NEO), violates the fundamental pre-requisite of autonomy from the influence of city officials. In deleting the language calling for the formation of "district councils," and replacing this model with an agency controlled by the Mayor's office, the City Planning Commission would create an opening for any mayor to choose how and with whom to engage in planning decisions, or to not engage at all, and leaves open the continuing possibility of political influence being used to unfairly manipulate planning decisions. As such, the City Planning Commission should oppose Master Plan Amendment #19.

Citizens may hope that all mayors would objectively and fairly seek to engage citizens in planning processes, but many citizens have fair reason to cynically point to engagement failures in the recent past of Katrina recovery, and there is a long history of surprise land use decisions made through asymmetrical access to the decision-making process by developers who have failed to seek consent, or who have been misled to think that they have consent.

There may be many models that satisfy the fundamental autonomy required for a meaningful citizen participation process, of which district councils are perhaps the best researched locally. Ostensibly, there has not been a proper period of time allowed to deliberate upon how the city should implement the citizen desires expressed in the Master Plan, including the merits of district councils or other models for citizen participation. As of the date of this letter, in fact, notes from the CPC Master Plan neighborhood participation meeting that occurred in December still have not been distributed to

participants. Therefore, one could only conclude that Amendment #19 altering the already-approved Master Plan seems a hastily-prepared, ill-planned, and ill-conceived proposal.

The entire purpose of the Master Plan process was to memorialize the desires of the community in a document including, very high on the list, citizen participation shaped by a process that the community itself can own and govern. In modeling NEO as a formalized entity governing the process of citizen participation, any mayor will have the power to weaken citizen participation without the consent of citizens. As citizens know from the Katrina recovery experience, the interval between elections is not short enough to address concerns about inclusion in planning decisions should citizens choose the ballot box to show their discontent with a mayor. A great amount of harm to the long-term interests of both citizens and developers can be done by not seeking the consent of citizens through a formalized participation process that respects autonomy.

It's also perhaps worth noting the irony of the language justifying the amendment, in which it's stated that the text of the Master Plan "should not recommend that the City adopt a particular type of system," and yet, the formalization of NEO as the vehicle for citizen participation is itself "a particular type of system," but not one over which citizens have any control or autonomy (Preliminary Staff Report, 2011 Master Plan Proposed Amendments, Jan. 10, 2012, p. 54, <http://ow.ly/8HJbR>). The amendment also argues that NPP adheres to the core principles of "inclusiveness, public access to information, capacity, structure and transparency from a broader city government lens" – goals which should always be expected of any public institution. In fact, citizens should expect any mayor's active interest in citizen engagement, and facilitation of a formalized citizen participation process, without codifying in the Master Plan that engagement in an agency controlled by the mayor. If district councils shouldn't be codified as a formalized citizen participation model, as is argued in the proposed amendment, then neither should NEO.

I strongly recommend that the City Planning Commission vote against Amendment #19, but that it instead commit to exercising its resources in the task of identifying a model for citizen participation which satisfies the need for autonomy, and that it express its support for the Mayor's office to actively pursue an interest in citizen engagement, as should be expected in any event, without codification, of a mayor who has sought to represent citizens in a democratic society.

Respectfully,



D. Brian Denzer
Founder, Director
NolaStat
<http://NolaStat.org>

Text #19

CPCinfo

From: Julianna Padgett [juliannapadgett@gmail.com] **Sent:** Wed 1/25/2012 4:20 PM
To: CPCinfo
Cc:
Subject: opposition to proposed amendment to Master Plan
Attachments:

Dear City Planning Commission,

RE: Proposed Amendment to Master Plan section on Citizen Participation

I like Lucas Diaz very much. I respect the challenge he has undertaken to infuse citizen engagement into City Hall. I am glad that the City Planning Commission will be the first to pilot these ideas. However, I stand in opposition to the amendment that Mr. Diaz proposed to eliminate language referring to District Councils in the Master Plan.

As other testimony has indicated, District Councils are a proven entity in many Citizen Engagement structures across the country and indeed around the world. They work to unite neighborhoods and help to create liaisons between small geographic areas of a city and the government.

However, the key opposition to his amendment is that the Master Plan should be changed citizens, not by a single City Hall executive. Since Mr. Diaz has entered office, he has led several citizen dialogues. I encourage him to continue these dialogues, with CPC involvement, so that not only an internal city hall citizen engagement protocol is developed. As laid out in the Master Plan and researched by hundreds of New Orleans citizens, we also need an external structure that specifies how neighborhoods and citizens can contribute to government decision making. I hope that he will take leadership in these needed discussions.


Thank you,
Julianna Padgett

--


Julianna D. Padgett, Ph.D., LCSW
Assistant Dean
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*I cannot believe that the inscrutable universe turns on an axis of suffering;
surely the strange beauty of the world must somewhere rest on pure joy!*
Louise Bogan, poet

TEXT #19

 Attachments can contain viruses that may harm your computer. Attachments may not display correctly.

CPCinfo

From: Dalton Savvoir jr [daltonsavvoirjr@gmail.com] **Sent:** Wed 2/1/2012 2:08 PM
To: CPCinfo
Cc: Betty A Muller; Lisa Kamuf; Anthony J Haywood II; Victor Gordon; Scott Darrah; David Welch
Subject: Statement by GCIA on Amendment 19 of Master Plan
Attachments:  GCIA. 19.2.docx(12KB)

City Planning Commission:

Please find attached a statement by the Gentilly Civic Improvement Association (GCIA) regarding Amendment 19 of the City's Master Plan. Your consideration and inclusion of our perspective in your report will be greatly appreciated.

Thanks,
Dalton Savvoir, Jr.
President, GCIA

GCIA's opposition to the proposed Master Plan Amendment 19

Gentilly Civic Improvement Association (GCIA) would like to go on record in opposition to the adding Amendment 19 to the City of New Orleans Master Plan. First, the proposal to eliminate reference to the District Councils flies in the face of international best practices, by which every CPP or NPP known to humankind has some equivalent of District Councils. This is because this part of the structure is the absolute key to ensuring equity throughout the system, and providing every resident the opportunity to access and benefit from the system. District Councils are also vital to ensuring that city decision-makers have access to authenticated community input. Finally, District Councils serve to bring neighborhoods together to work on shared interests and to resolve disputes, and to address issues that impact larger geographic areas.

GCIA is the equivalent to a "District Council" to the neighborhood associations in the Gentilly area. We represent approximately twenty neighborhood associations in Gentilly and are organized to serve as a collective voice on community issues. We realize that there is "strength in numbers" and can galvanize the neighborhoods to identify and respond to important political and quality of life matters. We also worked very diligently on the Citizens Participation Program (CPP) model and we see this amendment as a dismantling of its basic structure and integrity.

In addition, to imply that the Mayor's Neighborhood Engagement Office (NEO) will carry out these functions flies in the face of reality. NEO was not designed to do this; NEO does not have the capacity to do this; and NEO could simply be eliminated at the whim of any future mayor. The suggestion to replace the District Councils with NEO comes from the Director of NEO; yet the purpose of the Master Plan is to guide the work of city government, and the Plan should never be changed simply to accommodate the wishes of one city official.

It should also be noted that the staff recommendation encourages the City Planning Commission to do something that is patently illegal. The proposed amendment that was submitted for public review and Planning Commission consideration references only Volume Three of the Master Plan. Thus, to make any changes to Volume Two would be a violation of the City Charter as well as Planning Commission policy.

In essence, this proposed amendment is directly contrary to community will, best practices and the values of equity and inclusiveness. That it is even being considered is alarming; that the staff recommends approving it – and doing so in violation of city law and policy – is deeply disturbing, especially with no mention at all of the strong community opposition against it.

Respectfully submitted,

Dalton Savvoir, Jr.

President, GCIA

MULTI

SUBMISSION OF
FOUNDATION FOR HISTORICAL LOUISIANA
LOUISIANA LANDMARKS SOCIETY
LOUISIANA TRUST FOR HISTORIC PRESERVATION
ZION CITY NEIGHBORHOOD IMPROVEMENT ASSOCIATION
REGARDING 2011 MASTER PLAN PROPOSED AMENDMENTS
FEBRUARY 1, 2012

PROPOSED TEXT AMENDMENTS

Text Amendment 1 & 2: Lafayette Square Ass'n./ French Quarter Citizens/ VCPORA: Best Practices for Rail and Transit

We support adding text to read: Best Practices Checklist for Rail and BRT SHALL be followed by the city and all entities. Add Text to end of sentence in #1 of "Best Practices" box: Rail and BRT cars travel in reserved, dedicated right of way or enhanced medians..."

Text Amendment 4: PRC: National Register

We support the staff recommendation to add information about availability for federal and state tax credits.

Text Amendment 8.3: Mayor's Office: MP Amendments out of cycle

If this amendment has not already been withdrawn, we strongly oppose this amendment as it allows changes to be made to the Master Plan out of cycle. It defeats the purpose and processes of the Master Plan.

Text Amendment 10.3: Staff: Extend Preservation in PWRLD from 3-4 family to multi-family

The staff assumes that all multi-family properties which have lost their non-conforming status SHOULD be allowed to become conforming. While it was acceptable to all that 8000 St. Charles Avenue should be allowed to become conforming, it is our experience that many multi-family structures in single family, low and medium density neighborhoods are not maintained and often contribute to blight. Therefore, many of these properties SHOULD lose their legal non-conforming status. When, as in the case of 8000 St. Charles Avenue, the neighborhood affirmatively supports first a change in the Master Plan and then zoning, the property can be restored to commerce. A one-size-fits-all solution allowing all multi-family properties – including those that are not compatible with the neighborhood – to retain legal non-conforming status should be rejected. Any change to conforming status should require appropriate input from area residents.

Text Amendment 13: DDD: Lafayette Square Height Study

We support the height limits established in the DDD's Lafayette Square/Upper CBD height study in order to maintain the historic nature of the area and, as the area needs immediate protection, the study should be incorporated into the Master Plan immediately and not wait until the CZO is completed. In particular we support the adoption of the Lafayette Square/Upper Height Study text and map as an Interim Zoning District (IZD), and incorporating the IZD text and map in its entirety into the Master Plan. Also, the staff recommendation of wording such as "generally encouraged" is too vague.

Text Amendment 14.2: Tulane: Higher Education as an industry to expand

We oppose the request insofar as it requests the inclusion of "expansion." We are concerned that the term "expansion" will be used in the future to justify Land Use Designation changes adversely affecting residential properties surrounding the universities. The staff's substitution of the word "strengthen" in place of "expansion" is a wise change. While we all want the universities to grow and prosper, we believe that they and the City can best grow and prosper through coordinated planning and involving neighborhood residents. Diversifying university activity in different locations rather than clustering all activities in a single location may be preferable to "expansion" of existing sites. Particularly with universities centered in parts of the City that are already dense, it is important that the universities be encouraged to conduct their planning in ways that will not unduly increase density or adversely affect quality of life in surrounding neighborhoods. Tulane's sports facilities, constructed in dense neighborhoods without sufficient parking, is an example of facilities that might better be located elsewhere. Thus, any amendment should be carefully worded to insure that "expansion" does not come at the expense of long-time residents, historic and characteristic architecture and general quality of life.

Text Amendment 14.5: Tulane: Map of Medical District

We support the inclusion of Tulane in the Medical District. While we agree with the staff's suggestion to delete "proposed" from the label for the VA Hospital, as it is funded and under construction, we believe the word LSU Teaching Hospital should be labeled "Proposed University Medical Center," as funding is not fully established.

Text Amendment 14.6: Tulane: New "Campus District" Designation to include "expansion"

See 14.2, above, regarding "expansion". It should be made clear that this amendment does not imply that the uptown campuses should be allowed or encouraged to expand their footprints. Before the FLUM of any property is changed to "Institutional," the owner should be required to specify the uses and densities for which the property will be used.

Text Amendment 15.2: CM Gisleson Palmer: Historic Core Land Uses

We have long been concerned about increasing height and density in the Vieux Carré. We support the inclusion of language in the Master Plan affirmatively prohibiting increases in height and density in the Vieux Carré.

Text Amendment 15.3: CM Gisleson Palmer: Definitions for Density Regulation

We support limitations on density in historically residential and mixed-use neighborhoods. We note that the CZO has historically controlled the expansion of non-conforming uses by prohibiting certain increases in density. We believe that strong clear language in the Master Plan and the CZO are needed to control the expansion of non-conforming uses.

Text Amendment 16.1: Keith Hardie: New Land Use Categories relating to limiting alcoholic beverage usage in mixed use areas

We support the inclusion in the Master Plan of language addressing Alcoholic Beverage Outlets. Over a number of years, the number of ABO's have increased significantly in the older neighborhoods of the City, particularly in mixed use areas, and have affected the quality of life, increased blight, and negatively affected non-ABO businesses. If this issue is not addressed in the Master Plan, it should be. ABOs are a major concern of many residents and a major source of the conflicts that come before many City boards and agencies. (And, we might add, the problems created by ABOs are no less appropriate to a Master Plan than other public health and safety concerns such as obesity and alternative transportation.) The proposed amendment merely adds a new land use category which could be used to control the growth of ABOs in areas where they are currently controlled by a patchwork of methods, including moratoria and conditional use regulation. The new designation would support the implementation of a single long-term planning tool for controlling the growth of ABO's and inform the CZO, where more detailed regulations could be drafted.

Text Amendment 17: RTA: New Language related to transit and transportation in multiple places.

We oppose the RTA amendment because it would exempt the RTA from the City's Master Plan. We support the staff recommendation.

Text Amendment 18: Arts Council: Policy Guidelines for Donation of Public Art

We support a policy governing public art and support the staff proposal, but believe that it should more strongly emphasize maintenance of existing public art.

Text Amendment 19: Neighborhood Engagement Office: Neighborhood Participation Plan

Any Neighborhood Participation System should be bottom up, not top down: no NPP system where the Mayor, CPC, or Council designate "stakeholders" should be considered. Neighborhood groups and community members should be given top priority and should not have their interaction with the City intermediated. We support the successful use of the ad hoc Carrollton Design Review Committee for properties that adjoin Carrollton Avenue. The committee is composed of members from each neighborhood that adjoins Carrollton Avenue from the River to City Park. It has architects, planners, attorneys, and neighborhood activists. We believe this is the model concept that would work citywide, and the concept should be included in the Master Plan with details worked out in the CZO.

PROPOSED FLUM AMENDMENTS

FLUM Amendment PD 1-1.R: DDD: Change Lafayette Height Study Area FLUM Designation to Upper CBD Mixed Use

We support this redesignation.

FLUM Amendment PD 1-2.R: CM Gisleson Palmer FLUM Designation of VCC

We support the redesignation of the VCC areas currently designated as Residential Medium-Density Pre-War as Historic Core Residential and the redesignation of VCC areas currently designated as Mixed Use Medium /High Density to Historic Core Mixed Use. We also support the similar redesignation of Bywater and Algiers Point, and the further identification of other areas of the City as deserving redesignation in order to "protect the historic character of those areas."

FLUM Amendment PD 3-3.R: Brian Gibbs: 8000 St. Charles

We support this redesignation in light of the historic significance of this property. We note that this redesignation has the support of local neighborhood groups. (See our response to Text Amendment 10.3 above.)

FLUM Amendment PD 3-4.R: Ben Gravolet: Tchoupitoulas/Alonzo/Front/State Proposed Change from Pre-War Residential Low Density to Mixed-Use Medium Density

We support maintaining the current designation of Pre-War Low Density in light of the fact that so much of the surrounding neighborhood is Low Density, and it is important that these neighborhoods be preserved. In any event, as the staff points out, the site is completely inappropriate for mixed use.

FLUM Amendment PD 3-5.R: TAKA, LLC: Carrollton/Neron/Short/Panola: Proposed Change from Pre-War Residential Low Density to Mixed-Use Low Density

We support the staff recommendation as consistent with protection of the residential character of this section of Carrollton and preserving the view from the St. Charles Streetcar.

FLUM Amendment PD 3-5R: CM Guidry: Camp/Henry Clay/Perrier/Exposition Blvd.

We support the staff recommendation that the FLUM be changed from Institutional to Residential Low Density Pre-War in order to protect the residential quality of life in the surrounding neighborhood.

FLUM Amendment PD 3-114: Staff: St. Charles bet. Broadway & Audubon

This change was discussed briefly in the staff report under PD3- 105 & 106. The original staff proposal was to change from Residential Low-Density Pre-War to Residential Single Family Pre-War. We support that change, as it will protect the residential quality of St. Charles Ave. We presume that the staff recommendation for PD-114 has not changed.

FLUM Amendment PD 3-105 & 106: Staff: Audubon St. bet St. Charles and Freret

The staff originally proposed increasing the intensity of this area from Residential Low Density Pre-War to Residential Medium Density Pre-War. However, in the staff report of January 10, 2012, the staff reversed that change and recommended that these properties continue to be designated Pre-War Residential Low Density. We support the staff's recent recommendation.

FLUM Amendment PD 3-7.3 -7.13: Tulane: Properties surrounding or near Tulane Uptown Campus: Proposal to Change from Residential Low/Medium Density to Institutional.

We oppose Tulane's request for more intensive FLUM designation of Institutional and support the Staff's recommendation that there be no change in the designation. Many of these properties are in very quiet residential neighborhoods surrounding the Uptown Campus (see, e.g., the properties between Tulane and Calhoun St., in the 6300 blocks of Clara, Magnolia, and Robertson) and others are on the congested Broadway corridor. Institutional use of these properties will significantly affect nearby residences. Furthermore, Tulane has provided little or no information as to how these properties would be used or how they would affect traffic congestion.

FLUM Amendment PD 4 -3.1.R: Xavier University: Area bounded by I-10, Washington Ave. and Short St. (Gert Town)

We are generally in support of this proposed amendment. The area is currently a parking lot. There are no residential structures.

FLUM Amendment PD 4 - 3.2R: Xavier University: Area illustrated below:



We oppose the amendment to change to Institutional. We support the staff recommendation for Residential Low Density Pre-War and Mixed-Use Low Density. This area includes existing residential and historic structures.

FLUM Amendment PD 4 - 3.3R: Xavier University: Area bounded by S. Jeff Davis Pkwy, Dixon Dr., S. Clark and Drexel Dr. General Commercial to Institutional.

We are generally in support. The area is mostly parking for Xavier facilities.

FLUM Amendment PD 4 - 9.R: HANO: Square bounded by Basin, Iberville, N. Robertson and St. Louis Streets - Pre-War Residential Multi Family to Mixed Use Medium Density

We oppose the amendment. As noted by the staff, "the site covers ten city blocks and is occupied by seventy-six historic residential structures dating from 1941. The applicant requested the change in order to allow for redevelopment ..." but has not disclosed finalized plans to the public, nor completed the process of including the community.

FLUM Amendment PD 4 - 10.R: CM Head: Properties with frontage along Earhart Boulevard between Broadway Street and Cambronne Street - Residential Low Density Pre-War to Mixed Use Low Density or Neighborhood Commercial.

We oppose this amendment. This area is currently residential squares. Neighborhood commercial may also allow residential but it will encourage commercial infill that may adversely affect occupied residences.

FLUM Amendment PD 4-17: STAFF: Institutional to Residential Low Density Pre-War Area illustrated below:



We support the staff amendment. This area is mostly residential structures with room for more.

FLUM Amendment PD 4-18: Staff: Area bounded by S. Clark, Washington Ave. and Euphrosine.

We support the change from Residential Low Density Pre-War to General Commercial.

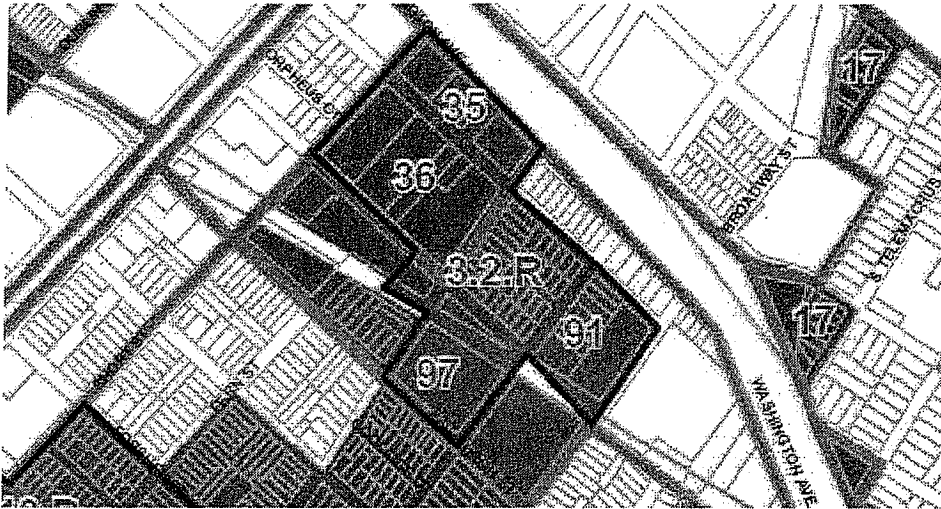
FLUM PD4-26: Staff: – Area bounded by Euphrosine, Burdette St. and Martin Luther King Blvd.

We oppose the staff recommendation to change from Residential Low Density Pre-War to Neighborhood Commercial. This area is comprised of a number of historic residential structures in close proximity to an historic residential neighborhood despite some commercial use. Appropriate Neighborhood Commercial may not be bad. Pre-War would be appropriate at the edge of this historic residential neighborhood.

FLUM Amendment PD 4-35: Staff: Area bounded by Washington Ave., Short Street, Stroelitz St. and Lowerline St.

We support the staff recommendation to change the adopted FLUM from Mixed Use Low Density to Institutional. Currently the area is Parking and University and no adjacent residential.

FLUM Amendment PD 4-36: Staff: Area Illustrated below:



We oppose the staff recommendation to change from Residential Low Density Pre-War to Institutional. Generally we would support this for Parking and University but are concerned about historic single and two family residences on Lowerline since permitted uses may have adverse affect on these residential uses.

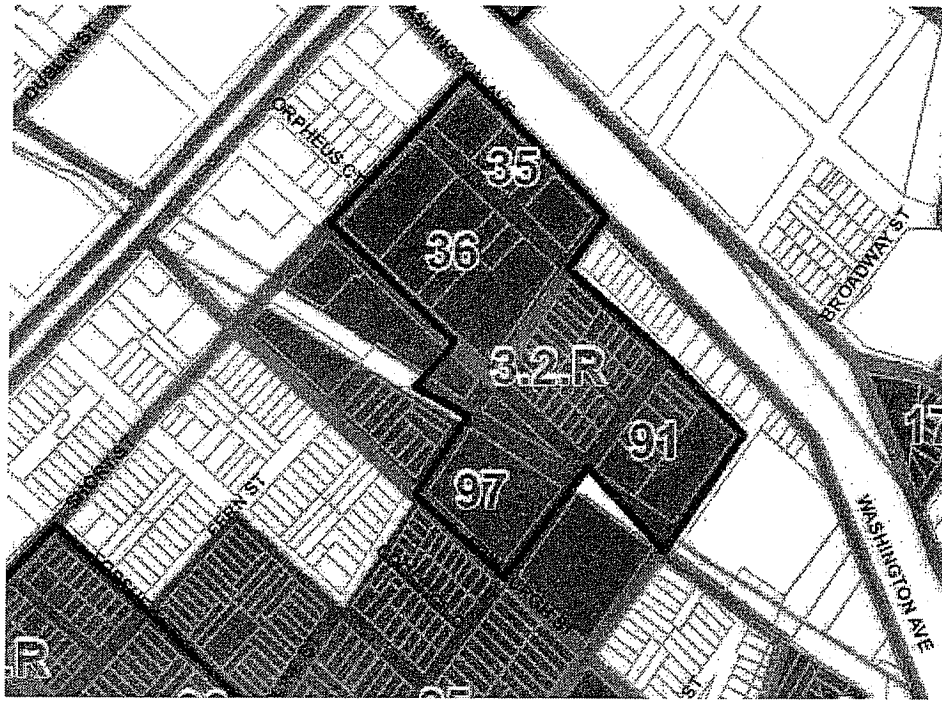
**FLUM Amendment PD4-66: Staff: Portions of two squares bounded by D'Hemecourt, Baudin, and South Lopez Streets and South Jefferson Davis Parkway (Mid-City)
Residential Low Density Pre-War to Mixed-Use Medium Density**

We oppose the staff recommendation to change the FLUM to Mixed Use Medium Density. Mixed Use is very permissive, allowing a large range of uses without a public hearing. While commercial development is appropriate for Tulane Avenue, this area consisting of residential and historic structures is a sufficient distance from Tulane whereas it should remain Residential Low Density Pre-War. Area residents should have the right to determine what sort of development they want to see in their neighborhood.

FLUM Amendment PD 4-90: Staff: Area bounded by Audubon St., Edinburgh St., Broadway St. and Olive St. Residential Pre-War Low Density to Mixed-Use Low Density.

We conditionally support this change to Pre-War Mixed Use. However, Low Density is more appropriate.

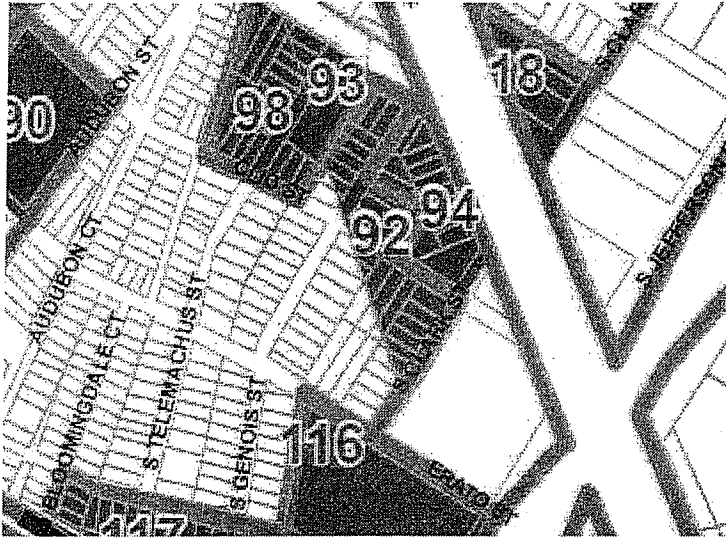
FLUM Amendment PD 4-91: Staff: Area illustrated below:



We oppose the staff recommendation to change from Residential Low Density Pre-War to Mixed Use Low Density. Pre-War Mixed Use Low Density is more appropriate.

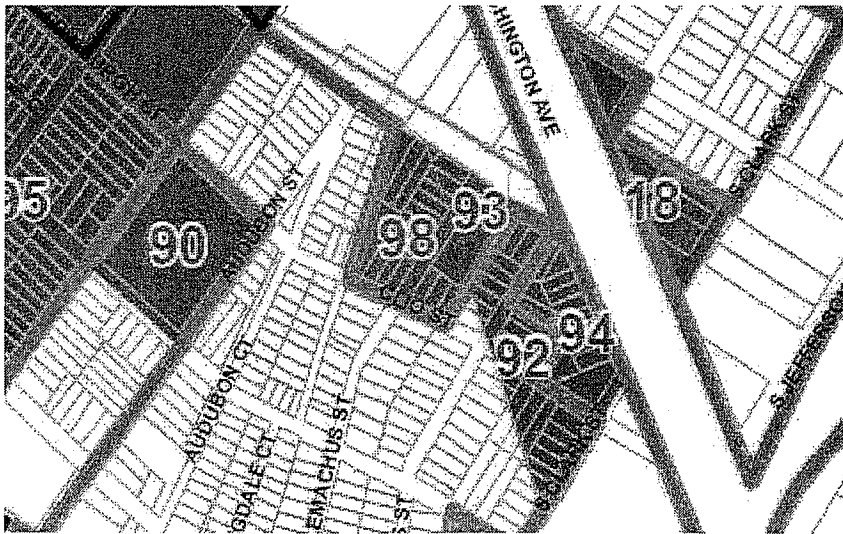
We generally support all except we would recommend retaining Residential Low Density Pre-War for the area bounded by Palm, Pine, Stroelitz, & Lowerline and divided by High Ct. All structures are historic 1-2 family residential and/or vacant lots in this area. Infill should be single-two family residential. There are no commercial structures.

FLUM Amendment PD4-92: Staff: Area illustrated below:



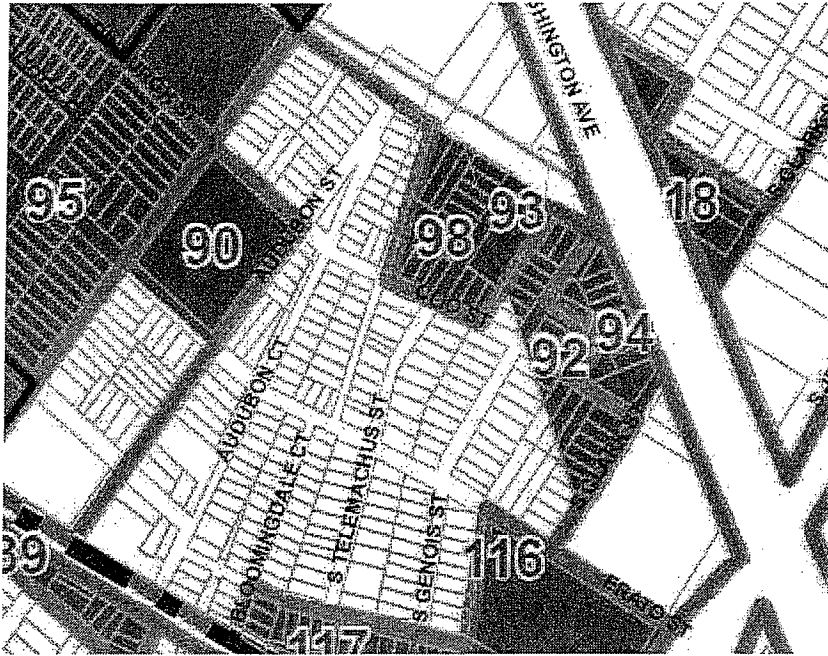
We oppose the staff amendment to change from Neighborhood Commercial to General Commercial. This area is mostly residential. A better land use would be Historic Urban Mixed Used Low Density.

FLUM Amendment PD 4-93: Staff: Area illustrated below:



We oppose the staff amendment to change from Neighborhood Commercial to Mixed-Use Low Density. Historic Urban Mixed-Use Low Density is more appropriate.

FLUM Amendment PD 4-94: Staff: Area bounded by Washington Ave, South Clark, South Genois, and Clio Street. Area illustrated below:



We oppose the staff amendment to change from Neighborhood Commercial to General Commercial. Historic Urban Mixed Use Low Density is more appropriate in this area.

FLUM Amendment PD 4-95: Staff: Area bounded by Broadway St., Edinburgh St., Lowerline St., Olive St., and between Pine and Lowerline Streets.

We support the staff amendment to change from Mixed Use Low Density to Residential Low Density Pre-War. There are many historic residences in this area.

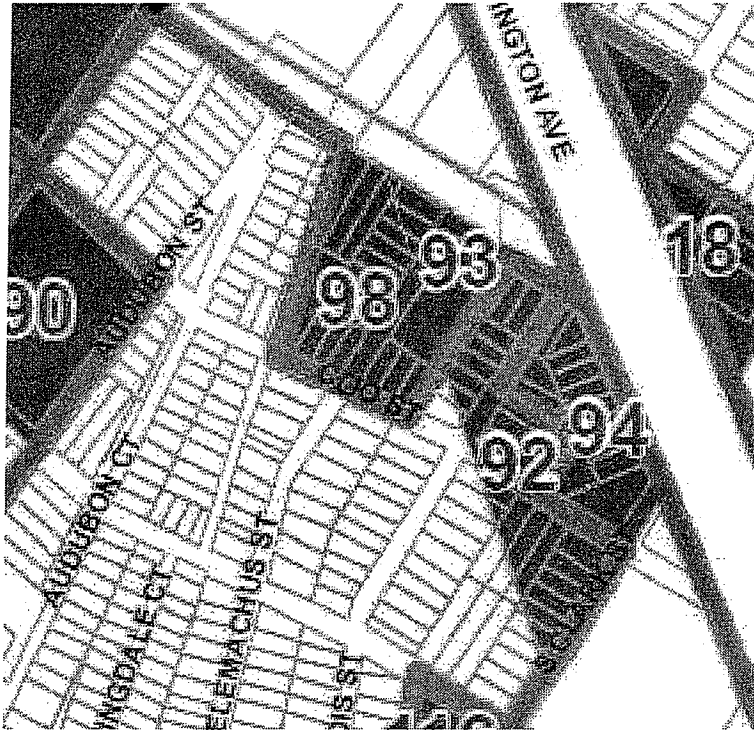
FLUM Amendment PD 4-96: Staff: Area bounded by Fern Street, Oleander Street, Pine Street, Forshay Street, to between Lowerline and Pine streets, to Olive Street.

We support the staff recommendation to change from Residential Medium Density Pre-War to Residential Low Density Pre-War. We support Medium Density Pre-War remaining for property fronting Earhart while the remainder of the area should change to Pre-War Residential Low Density. This is primarily a historic residential neighborhood.

FLUM Amendment PD 4-97: Staff: Area bounded by Edinburgh St., Pine St., Palm St. and Lowerline St.

We support the staff recommendation to change adopted FLUM from Residential Low Density Pre-War to Mixed Use Low Density. No historic residential structures remain on this square.

FLUM Amendment PD 4-98: Staff: Area illustrated below:

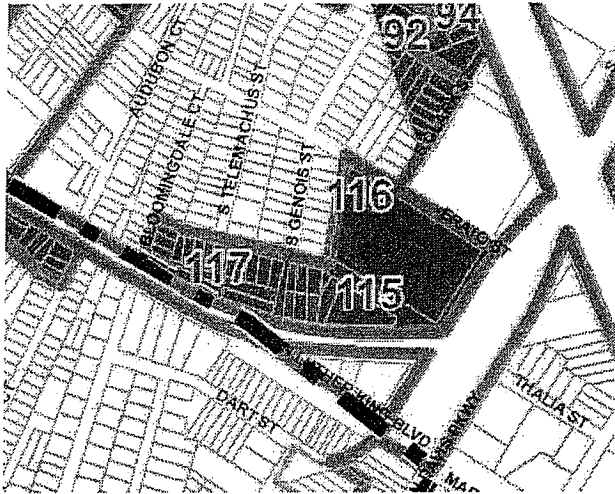


We support the staff amendment to change from Residential Low Density Pre-War to Mixed Use Low Density. A mix of residential lower density multi-family and commercial uses is acceptable.

FLUM Amendment PD 4-114: Staff: Three squares bounded by South Lopez, South Dupre and Clio Streets and Earhart Boulevard (Zion City)

We generally support the staff recommendation that this area be changed from General Commercial to HU-RD2. There are many historic residences within these 3 blocks. Given residents' desire within this area of Zion City to expand their neighborhood, staff should consider further down-zoning this area to HU-RD1.

FLUM Amendment PD 4-115: Staff: Area illustrated below:



We support the staff amendment to change from General Commercial to Historic Urban Mixed Use Medium Density. This is consistent with the loft / apartments under development; however this should not include 1-2 family residential between S. Clark and S. Genois. The Blue Plate building should be considered Historic Urban not General Mixed Use.

FLUM Amendment PD 4 – 116: Staff: Area illustrated below



We oppose the staff amendment as written to change from Residential Low Density Pre-War to Mixed Use Low Density. We would support a change from Residential Low Density Pre-War to Mixed Use Low Density for property fronting S. Clark between Thalia and Erato.

PD7-7R: Port of New Orleans: Wharf Area between St. Phillip and Marigny Streets:

PD8-1R: Port of New Orleans: Wharf Area Between Lizardi and Delery Streets:

PD9-1R: Port of New Orleans: Area Bounded by Elaine St., Read Blvd., Almonaster Ave. and GIWW:

14

PD9-2R: Port of New Orleans: Area Bounded by Almonaster Ave., GIWW, Grant St. and Paris Ave.:

We oppose this amendment until there is more information and more public involvement, including public hearings.

PD9-3R: Port of New Orleans: Area Bounded by Leon C. Simon and Lakeshore Drive, Chef Mentuer Hwy., France and Jordan Roads:

We oppose this amendment until there is more information and more public involvement, including public hearings.

PD11-1R: Port of New Orleans: Area Both Sides of Paris Ave. below GIWW:

We oppose this amendment until there is more information and more public involvement, including public hearings.

MULTI

MULTI
PD 1, 2, 7, 8
Text 3, 5, 6, 11, 12, 14
15, 19



SIERRA
CLUB
FOUNDED 1892

1 February 2012

New Orleans City Planning Commission

1340 Poydras Street

New Orleans, LA 70112

cpcinfo@nola.gov

**Sierra Club New Orleans Office: Comments on New Orleans Master Plan Changes
2011**

Dear Commission and Staff,

These are the comments of the Sierra Club New Orleans Office, which should be added to comment I made at the Planning Commission public hearing on the 2011 changes to the New Orleans Master Plan on 13 December 2011; my written comments submitted on the 15th of December 2011; and 10 January 2012 public comments.

We oppose all changes proposed by the Port of New Orleans along the Mississippi River.

PD1-4R¹

PD2-5R

PD7-5R

PD7-7R

PD8-1R² We would like the Planning Commission to require access for a bike path along the top of the levee so we will have bike access from Jackson Barracks to upriver bike path which starts at Flood St. The Planning Commission Staff is requiring this type of access on the West Bank under **PD12-1R**. I know from working with the residents of the Lower 9th ward in the Holy Cross Neighborhood they have a different vision than the Port of New

¹ See New Orleans Upriver Greenway Corridor Study For the Development of the Mississippi River Park prepared by US Army Corps of Engineers

² See attached photos of current views around Lower 9th Ward where Port of New Orleans is proposing changes

Orleans proposal for land-use changes in the Lower 9th Ward (**PD8-1R**). In the "Lambert Plan" pages 17-18 the Lower 9th Ward resident proposed a "Mixed use Waterfront District" which would be a mix of light industrial and residential development with access to the Mississippi River. The area is from Alabo St. to Trico St. and Bienvenue St. to the Mississippi River. There were many public and private meeting on development of this 'new vision' for part of the Lower 9th Ward that totally is in conflict with the Port of New Orleans proposal for "Industrial" land use. We are glad that the Port of New Orleans has worked with the Planning Commission Staff to clarify where the "line will be drawn" to ensure public access to the levee greenspace at the Andry Street Wharf area.

There need to be a more open public process to discuss the future of Port of New Orleans along the Mississippi River. There may be a need to create a Mississippi River 'overlay' District.

We also oppose the proposed by the Port of New Orleans along Paris Road. **PD12-1R** the Sierra Club, Lower 9th Ward Center for Sustainable Engagement & Development (CSED), Citizens Against Widening the Industrial Canal (CAWIC), National Wildlife Federation, Environmental Defense Fund, City of New Orleans Office of Coastal & Environmental Affairs, Environmental Protection Agency, Corps of Engineers and other are working on effort to restore the coastal wetland in Orleans and St. Bernard Parish know as the "Central Wetlands Unit" (Industrial Canal to Venice Canal – 40 arpent canal to the Gulf Inner coastal Water Way) placing a planned development area here would not be a suitable land use.³

We oppose the below proposed changes by Tulane University and Xavier proposed "Land Use Changes" there need to be more public discussion before we create this blanket approval for Tulane and other University in the City of New Orleans. How will these "Intuitionall" land use zones be used and developed by Tulane University? If they have this new "Intuitionall" land use be able to build buildings that are out of charter with the surrounding neighborhoods. Will this mean that Tulane can build a football stadium without any additional approval by the New Orleans Planning Commission? With the 'scatter sites" not directly "on campus" will Tulane University be able to build new building that do not fit the 'character' of the surrounding homes?

Text #14 Tulane University

PD3-7R Tulane University

PD4-3R Xavier University

³ Details in **MRGO Ecosystem Restoration Plan Feasibility Study**

http://www.mrgo.gov/MRGO_restoration_study.aspx also see attached Bayou Bienvenue and the Lower 9th Ward Coastal Sustainability Studio LSU

PD9 -10R Tulane University

We oppose **PD7-3R** proposal by the New Orleans Center for Creative Arts Institute at this time until there are more details about the proposed project and it is bad policy just to change land use classification because a project 'might' happen.

Text Changes

1. Support text change Text #3
 - a. # 3.1
 - b. # 3.2
 - c. # 3.3
2. Support text change Text #5
3. Support text change Text # 6
4. Support text change Text # 11
5. Support text change Text # 12 the addition of reference to the **L9 Waterfront** in the Lower 9th Ward as one of the Greenspace connecting projects in the City, reference document **L9 Waterfront** submitted with Sierra Club 15 December 2011 comments.
6. Oppose text change Text# 14
7. Support text change Text # 15
8. Oppose text change Text # 19

Darryl Malek-Wiley, Sierra Club

Environmental Justice and Community Partnership Organizer

716 Adams St.

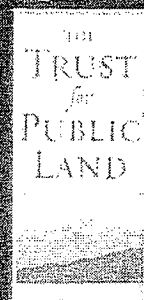
New Orleans, LA 70118

504-861-4835



New Orleans Upriver Greenway Corridor Study For the Development of the Mississippi Riverfront Park

Prepared for



Prepared by

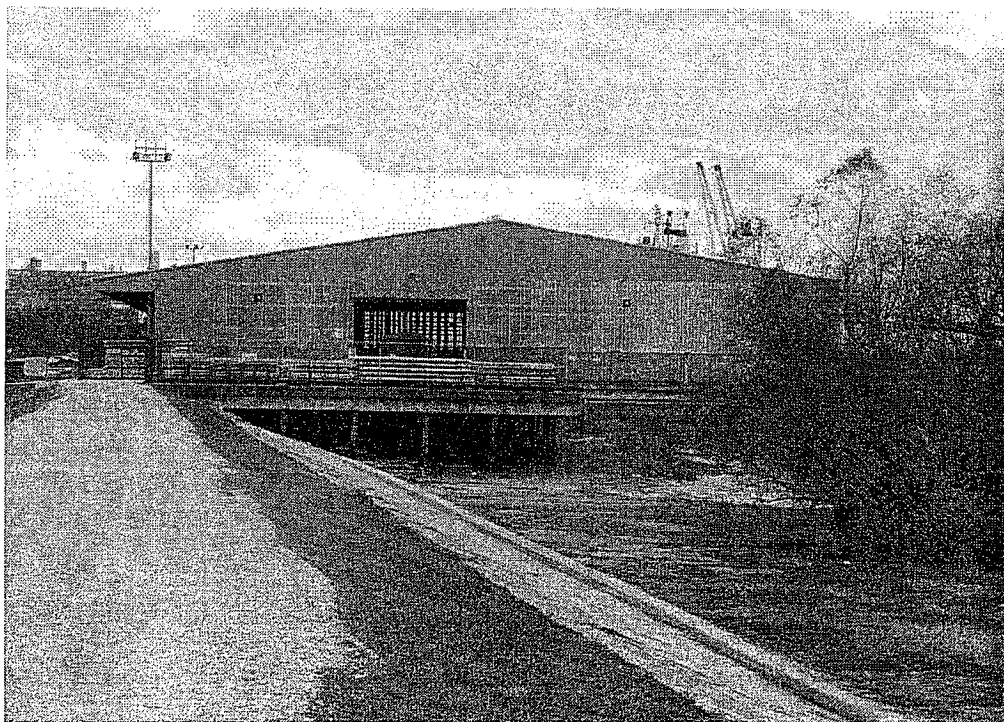


US Army Corps
of Engineers
New Orleans District

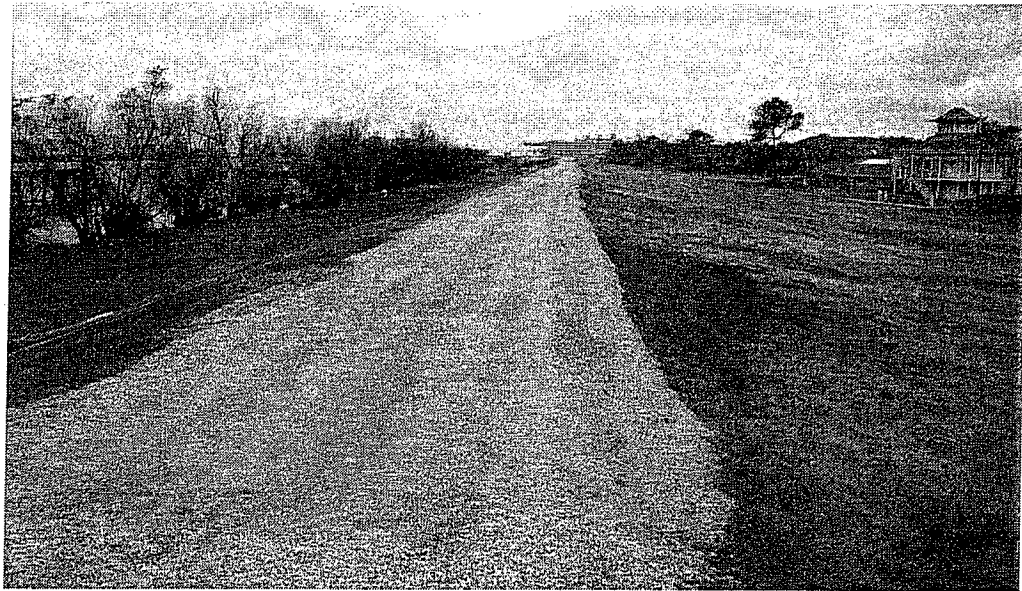
Photos in Lower 9th Ward around proposed Port of New Orleans PD8-1R land-use changes



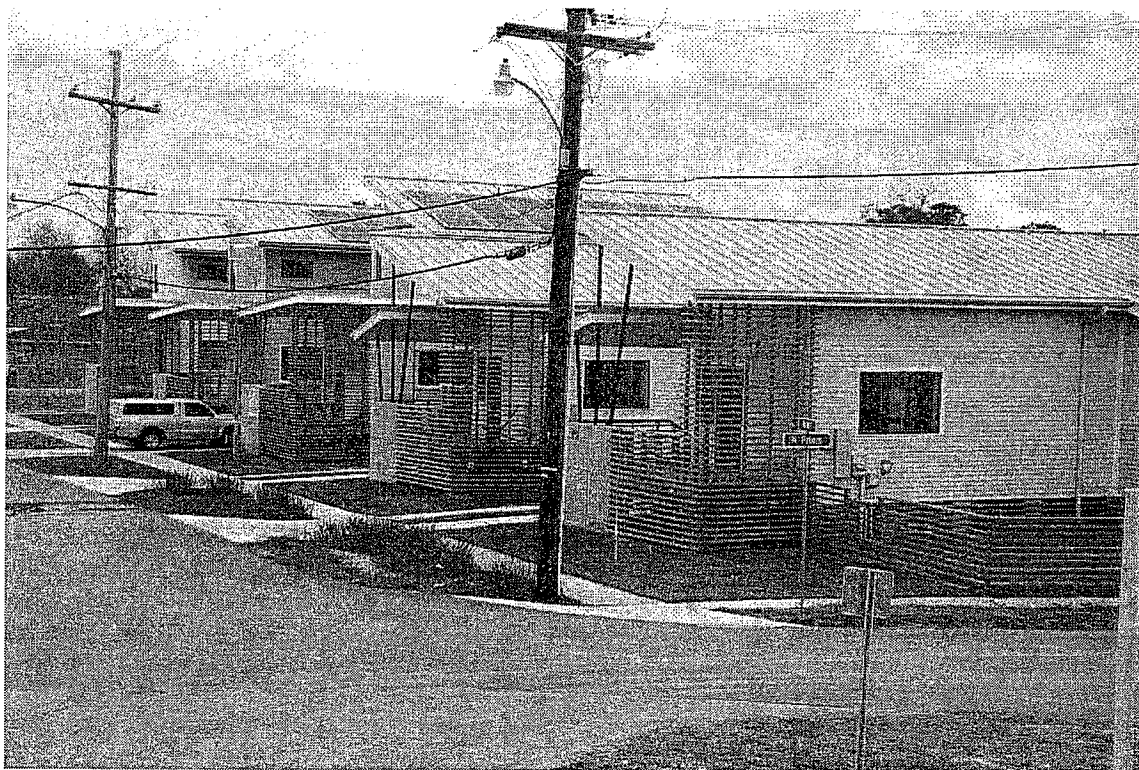
Looking at Mississippi River Levee at Andry St. site of one of Port of New Orleans proposed changes.
The trees in spring and summer act as a visual buffer.



Looking downriver from Andry St at current Port building, this type of building might be built at Andry St blocking Mississippi River views and access.



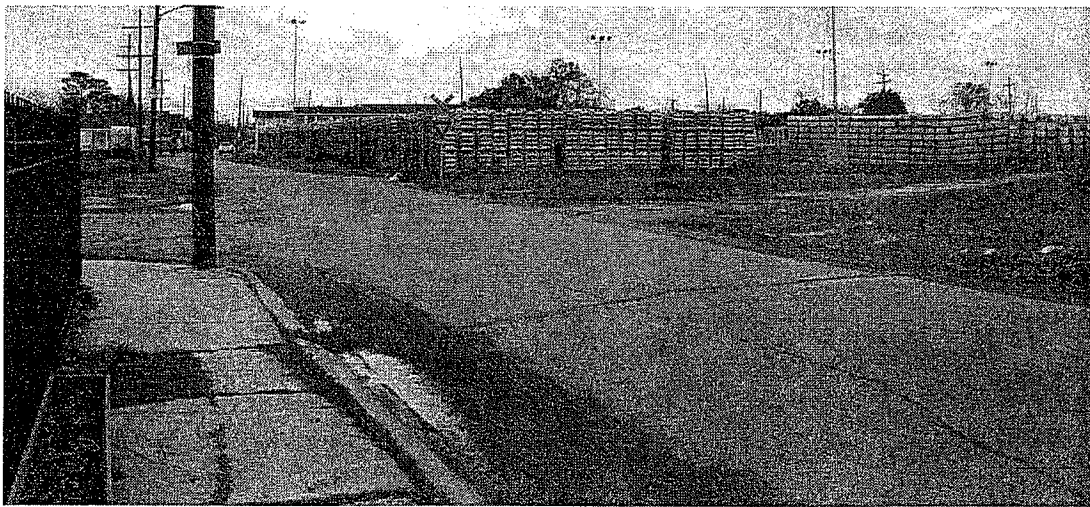
Looking upriver from Andry St at levee and greenspace actively used by residents of the Lower 9th Ward



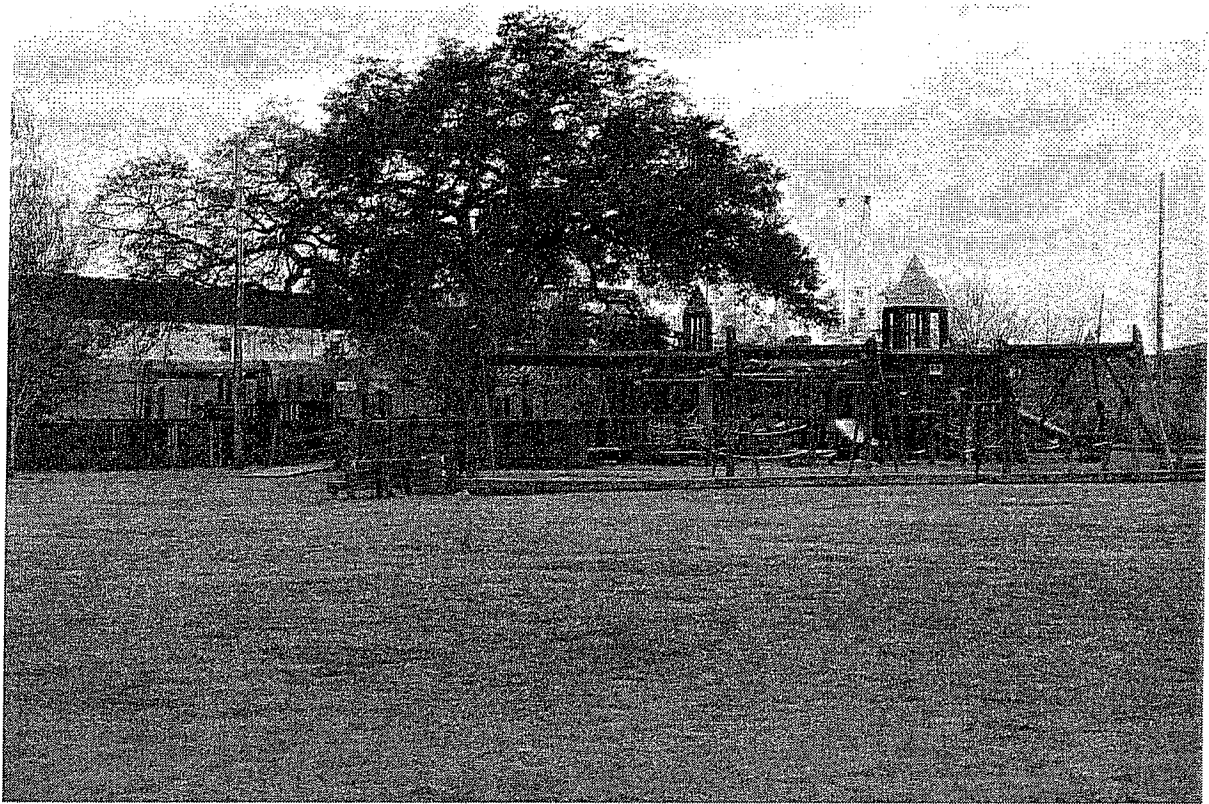
5 of the Global Green homes at Andry St at N. Peters St.



The Guerrilla Garden one of new community gardens built since Hurricane Katrina built in the Lower 9th Ward.



Across Chartres St from The Guerrilla Garden metal storage by the Port of New Orleans. Proposed land use change might expand this metal storage to current 'open space' block that is bounded by Charbonnet St and Chartres St.



Delery St Playground build and maintained by the Holy Cross Neighborhood Association and the Friends of Delery St Park. Area upriver is proposed by Port of New Orleans for more development.

Making sustainability public: The bayou observation deck in the Lower 9th Ward of New Orleans

Stéphane Tonnelat, translated by Eric Rosencrantz

How can the residents of a flooded neighborhood in New Orleans, torn between reconstruction imperatives and environmental exigencies, prove its viability? Stéphane Tonnelat looks at a solution people from the Lower 9th Ward in New Orleans came up with: a platform providing access to the bayou as well as a forum for debate about the future of the neighborhood. This public space seems to have bolstered the sustainability of a neighborhood in a risky location.

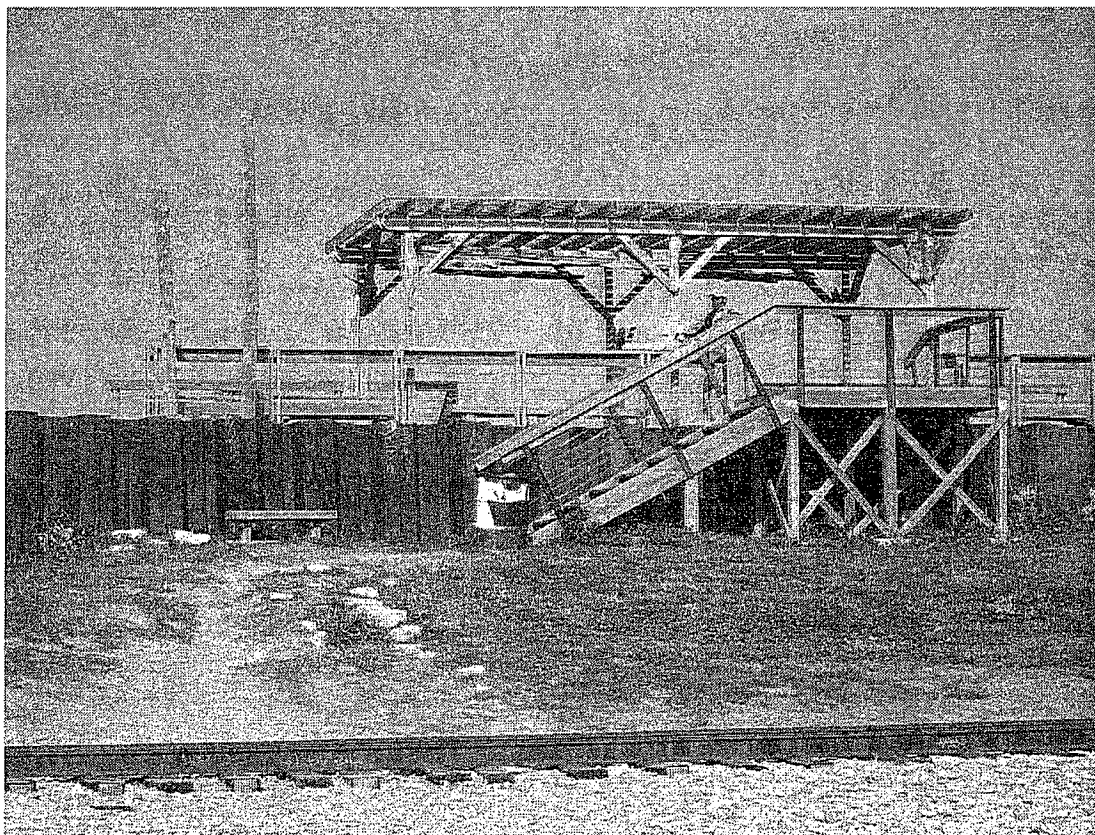


Figure 1: Bayou Bienvenue observation deck in the Lower 9th Ward, New Orleans, where John Taylor greets visitors. ©S. Tonnelat 2010

John Taylor, a 60-something African American sporting a baseball cap and pepper-and-salt beard, spends his days on the wooden bridge overlooking the Bayou Bienvenue on one side and the Lower

9th Ward of New Orleans on the other, where he introduces visitors to the bayou. Taylor recalls his childhood, before Hurricane Betsy hit in 1965, when the bayou was still freshwater and he'd go out fishing among the baldcypresses – in fact the stumps of the old trees can still be seen sticking up out of the water. “Back then you couldn't even see across to the other side of the bayou because the woods were so dense. And the water was covered with lily pads.” John goes on to point out that the marshland cypresses served a vital ecological purpose:

Every mile of planted bayou can reduce the flood in case of a hurricane by two feet. The bayou used to stretch all the way to the sea, 75 miles from here. So you do the math. If the bayou had still been alive in 2005, the Lower 9th wouldn't have got flooded when Katrina hit. That's all on account of the Mr. Go [Mississippi River – Gulf Outlet] Industrial Canal, which, starting in the '60s, connected the gulf directly to the bayou, bringing plenty of brackish water – which the cypresses couldn't take. But it's also on account of the canal that the waters surged into the bayou, first with Betsy in 1965 and then with Katrina in 2005, their speed and their force compounded by its funnel effect. It's because of Betsy, by the way, that they built this seawall, which has separated us from the bayou, cut us off from its riches, but above all which has kept us from seeing its gradual demise. Before this deck, most of the neighborhood folks, the ones younger than me, didn't even know the bayou existed.



Figure 2: View of Bayou Bienvenue from the observation deck in 2010: note the protruding stumps of the baldcypresses. © S. Tonnelat

This interview, in April 2010, was my very first lesson in delta ecology. It enlightened me not only on technical aspects of hurricane-related phenomena, but also on the history of the essential ties between this neighborhood, which was devastated by the floods, and its natural surroundings. John Taylor is a public figure by Jane Jacobs' definition (1991). He is one of the factors that is turning the future of the neighborhood and its sustainability into a public problem. What is

in order to salvage whatever they could. The *New York Times* quotes Colonel Terry Ebert, Homeland Security director for New Orleans, as having claimed: "There's nothing out there that can be saved at all" (Landphair 2007).

Then this district, along with several others in the city, found itself "green-dotted" in the 2006 BNOB (Bring New Orleans Back) plan: the residents were quite alarmed when environmentalist planners proposed replacing some low-lying neighborhoods, including the Lower 9th, with "greenspace" to serve as a retaining basin. The plan was soon scrapped in the face of city-wide protests, but it did serve as justification for Mayor Ray Nagin to require that every neighborhood prove its viability by coming up with a rebuilding plan as well as figures to show that sufficient numbers of former residents had returned. Several neighborhoods, such as Broadmoor, rose to the challenge and did a remarkable job of planning their own reconstruction and assisting returnees, which, as Samuel Bordreuil points out (2010), has had a powerful knock-on effect on other parts of the city. However, the return to the Lower 9th still appears to be held up by the sheer extent of the damage and the limited means of would-be returnees. The northern stretch of the Lower 9th, the part closest to the bayou and the most devastated, still looks a lot like a gigantic empty lot. According to the 2010 census, only 4,500 people have come back to the neighborhood out of a pre-Katrina population of 18,000.

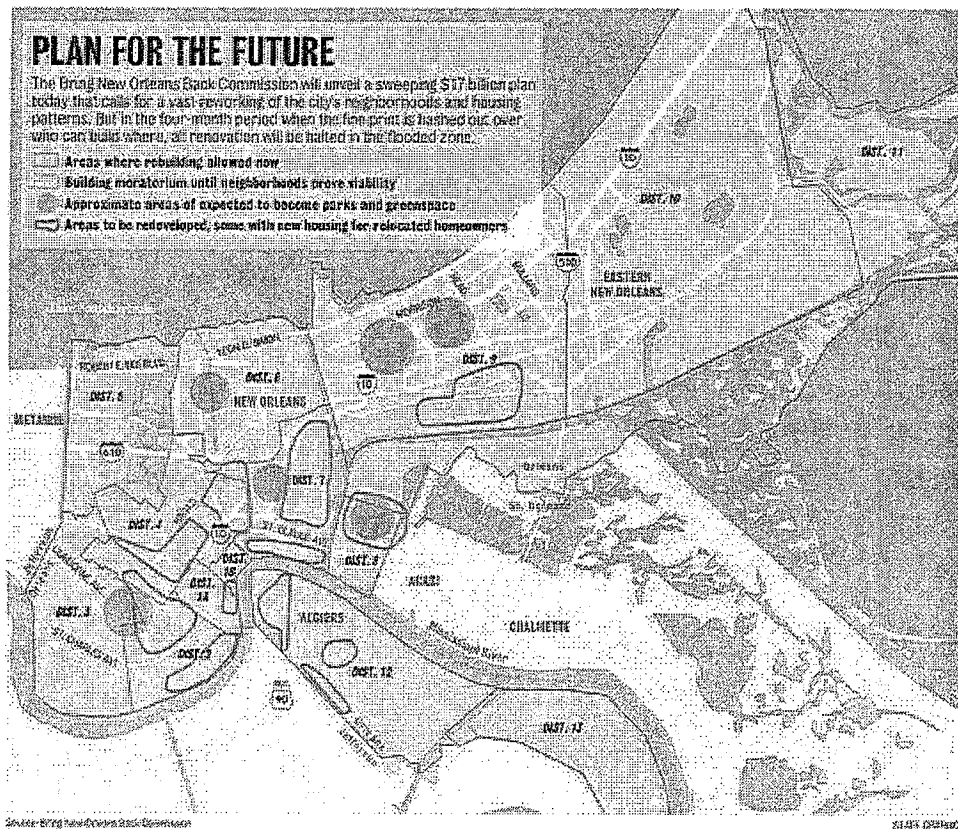


Figure 4: Bring New Orleans Back map published by the *Times Picayune* in 2006. The Lower 9th Ward (in District 8) is half covered by a red-lined green dot at the center of the map.

A viability model in the delta

But the Lower 9th actually did respond to the mayor's challenge. Not through mass repatriation, as in New Orleans East ("We're viable because we're here!"), but by transforming the neighborhood, through various actions, into an ecological and cultural model of a community embedded in a big-river delta floodplain – which in turn set an example for a great many other towns the world over. The action that grabbed the most media attention was probably "Make It Right", Brad Pitt's foundation for sustainable flood-proof housing using various technical innovations (floating houses, solar panels, novel building materials etc.). Another, less conspicuous, but no less important, undertaking is a center for the environment and sustainable development set up by residents and members of the Holy Cross Neighborhood Association.

I'd like to describe one of the nodes of this ecologically-gearred movement by focusing on the seemingly minor, but, I believe, important, role of this roughly 15 m² wooden platform, built in 2008, straddling a floodwall that protects the Lower 9th from the risk of overflow from the Bayou Bienvenue. Rather than pitting the social and cultural arguments for reconstruction against the environmentalists' arguments for a return to nature, I maintain that this public space succeeds in reconciling the two perspectives by making public at once the natural history of a neighborhood made up of elder residents' memories of past experience, an elucidation of the recent disaster, a proposed remedy for the adverse development of the neighborhood since the 1960s and a scenario to ward off future disasters.

A public problem and a public space emerge

The story of this observation deck begins in January 2006, when a group of professors and students of landscape architecture at the University of Colorado conducted a workshop in the Lower 9th, asking "How can one survive here?" They discovered the history of urbanization in New Orleans, a city that developed in sections perpendicular to the Mississippi. Traditionally, warehouses and single-family homes occupied the highest ground, along the banks of the river, which itself is above sea level. The farming developed behind the housing, on the tidelands. The freshwater marsh of the *bayou*, or backwater, covered the area behind the farmland, serving both as protection against flooding and as a fishing ground. So the planning grid was adapted to the river by fanning out the farmland around its twists and turns. But in 2006 the bayou was gone. It was invisible. By studying a section of the 9th ward, the students found out that it was hidden behind a triple barrier of undergrowth, rail lines and a wall of steel piling. It had also vanished from memory, save for the recollections of some elderly residents over the age of 60, who helped the students find a way in to the bayou. In parallel, a team of teachers and students from the Water Resources Management program at the University of Wisconsin-Madison, likewise drawing on the memories of the neighborhood elders, investigated the sanitary state of the bayou and ways of restoring it. But they needed a practical means of access to take measurements of the salinity of the water. The Holy Cross Neighborhood Association in the Lower 9th encouraged these initiatives, espousing the revitalization of the Bayou Bienvenue as a key neighborhood viability objective. The team of landscape architects came up with a plan for an observation deck and sent for the building materials from Colorado. In July 2007, the students and neighborhood organizers held a crab boil in front of the triple barrier. They then widened the path so residents could reach the floodwall and climb up the rungs of a ladder to catch a first glimpse of the bayou. However, the Levee Board, the administrative body in charge of the floodwall, got cold feet and threatened to take legal action against the university if the students went ahead with the construction of the platform. But the Holy Cross Association came to its defense. A well-known local architect provided assurances that the project posed no threat to the structural integrity of the wall. In fact the plan was simply to have the observation deck elegantly straddle the steel barrier, with its feet set on the crushed-stone ballast, without any foundations whatsoever. After six months of talks, the Levee Board finally agreed to

look the other way. The students came back specially from Colorado in late January 2008, during their vacation, to build the deck¹.



Figure 5: Volunteers widening the path to the floodwall that separated the neighborhood from the bayou in 2007 ©HCNA

As soon as the observation deck was opened to the public, it became an important location in the Lower 9th. The organizers used it to get residents and visitors to come and see for themselves the neighborhood's nexus to the bayou and, with that, to the delta ecology. A great many photographs of and news reports on the deck were subsequently posted and circulated on the web. In December 2008, two community organizers, Pam Dashiell, director of the Lower 9th Ward Center for the Environment and Sustainable Development, and Darryl Malek-Wiley, a Sierra Club environmental organizer, were filmed on the deck by ABC26, a local branch of the nationwide network, explaining the stakes involved in restoring the bayou.

After the Mr. Go Canal was closed by the U.S. Army Corps of Engineers, the Water and Sewerage Administration looked into a plan to desalinate the bayou waters by discharging therein effluents from a wastewater treatment plant that is visible from the deck. The Army Corps also proposed rerouting some of the waters of the Mississippi towards the bayou so as to supply it with freshwater and dredging the mud at the bottom of the neighboring Lake Borgne so as to raise the bed of the bayou in order to facilitate the growth of semi-aquatic vegetation. The Wisconsin water management students also planted small "floating islands" in June 2009 to test the viability of various species of brackish-water plants. Another group set up an information booth on the history of the bayou. When an egret made its home on the floating islands, the residents took that as an encouraging omen. That same month, the *Times Picayune* (Reid 2009), the leading local daily, came out with a list of sights worth discovering in New Orleans: the observation deck came in ninth on the list.

When the deck burnt down in an accidental fire in June 2009, it was promptly rebuilt by the Make It Right crew and enhanced by the addition of a pergola as well as steps leading down to the

¹ I'd like to thank Joern Langhorst, assistant professor of landscape architecture at the University of Colorado, for background information about the history of the observation deck.

water of the bayou. It is now a local landmark. In the fall of 2009, it was visited by Bartholomew, the Greek Orthodox Patriarch in Istanbul, who came to see the progress on the project and to bless the waters, then by Nancy Sutley, head of the White House Council on Environmental Quality, who came to assure the residents of the U.S. president's support. Both visitors were greeted by John Taylor, who gave them the same lesson in delta ecology set forth at the beginning of this article.



Figure 6: Bartholomew I, Eastern Orthodox Archbishop in Istanbul, greeted by John Taylor on the deck in 2009 ©Ecumenical Patriarchate

The power of public space

Ever since the deck was built, a great many meetings have been held there and a great many people have come to assess the problem first-hand, but also to be at the very spot where words and images mesh. During my last visit to New Orleans, a group of cyclists on a Lower 9th Rebirth Bike Tour made a stop on the deck to discover the bayou there. Their guide, well trained by John Taylor himself, took advantage of the opportunity to give them a lesson in delta ecology. So the deck has become a public space in both of the usual senses of the word: as a space accessible to everyone and as a forum in which to discuss the future of the neighborhood and of the city in general (Tonnelat 2010). Thus, contrary to the calls for virtuous behavior customarily conveyed by the media, the question of the neighborhood's viability has been gradually built up through a polyphonic narrative as a public problem in the sense advanced by Dewey (2003), in that it affects people who are indirectly concerned. John Taylor is one of the public figures recognized by the community for his role as a multiplier in providing public exposure, on the observation deck, to the complexities of the neighborhood's predicament in the delta. Now, at least until the next disaster strikes, no-one in the neighborhood, in the city, or in the United States will question the Lower 9th Ward's claim to be a fully-fledged part of the city. In fact, by making the bayou *visible*, the deck has also helped make the neighborhood *viable*.



Figure 7: View of the Lower 9th Ward from the deck, 2010 © S. Tonnelat

Kai Eriksson (Erikson & Yule 1994) talks about environmental disasters caused by the invisible hand of man as a “new species of trouble” that is particularly hard to bear for the communities affected. The experience of the bayou observation deck points a way of overcoming these new obstacles and creating a shared sense of disaster and, by the same token, of the lessons to be learned from it. It is a testimony to the shareable power that a fully-fledged public space, however small it may be, can give to a neighborhood that is striving to survive in a risky location.

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